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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after MAY 2ND, 1931, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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AIRWAYS AND AVIATION.

"STEAM" COOLING FOR AERO ENGINES.

COMPLETE SUCCESS OF BRITISH INVENTION.

LESS VULNERABLE WAR PLANES MADE POSSIBLE.

Before this year is out many of the newer aeroplanes in the Royal Air Force war fleet may be equipped with engines cooled by an ingenious evaporative system, in the place of the water-cooling method employed in a large number of aero engines and practically universal in the motor-car world.

The new idea, first tried out in this country on a large scale in the engine installation of the huge rigid airship R.101, has been developed in two years of careful research and experiment to the point of suitability for use in aeroplanes. For several months fast day bombers driven by evaporatively cooled motors have flown on trial, and conclusive results are expected in favour of the new system from a final series of experiments now taking place, which are engaging, in addition to the craft originally fitted, two new high-speed night bombing planes and a large multi-engine flying boat.

Evaporative, or "steam," cooling substitutes for the large honeycomb radiator needed in the water-cooling system, a condenser mounted above the engine, preferably within the thickness of the aeroplane wing. Water circulates endlessly within the cylinder jackets and through a "header" tank which is suitably located between engine and condenser. Steam from the tank rises to the condenser, where it is cooled again to the liquid state before returning to the engine circuit.

Big advantages are claimed. Much less water is required; the weight saving in a 500 h.p. motor may amount to as much as 100 pounds. The machine would be less vulnerable in war-time. Many a pilot's life was jeopardized during the 1914-1918 conflict by a bullet hole in the water radiator through which poured out the liquid safeguarding the continued running of his engine. A bullet in a steam condenser has much less serious results, because the difference in the density of steam and water means that the rate of escape of steam by weight compared with water is only as 1 to 960. A pilot could fight on for some time; experiment has shown that holes in the condenser have so small an effect on engine temperature that escape and a safe landing should usually be possible.

No More Boiling Bothers!

Points of more immediate importance, and bearing directly on the operation of civil as well as military aircraft, are the elimination of anxiety about engine temperatures, the greatly reduced risk of freezing when the machine is not in use and the quicker warming up of engines before a flight. The engine runs always near boiling point, and the pilot need not take any steps to regulate water temperature, such as the winding of the radiator in and out of the air stream necessary with water-cooling.

Other features of the system possess special interest for the aircraft designer. An engine of given power needs a steam condenser smaller than the radiator it would use with a water-cooling system. This means less drag, or resistance to movement through the air. And the gain becomes still more important with the recent British discovery how to build the condenser actually within the aeroplane wing.

Success in this new departure from established practice illuminates the search for perfection which goes on constantly in British workshops. It is a significant pointer to future progress that the first practical systems of evaporative cooling should be devised by the engine and aircraft designers who have produced between them the fastest and most efficient military aeroplanes the world has yet seen.

CAREERS IN THE AIR FORCE.

NEW CONDITIONS FOR OFFICERS.

It is announced by the Air Ministry that as from April 1, 1932, short service commissions in the Royal Air Force will be granted for a period of six years on the active list (instead of five as at present), followed by four years in the reserve.

Since the first year is spent in training as a pilot, this scheme will allow of five years' employment in a fighting unit, and the Air Force will gain in efficiency by the increased experience of its short-service officers.

The rank of Pilot Officer will be sub-divided and short-service officers on entry will be commissioned as "Acting Pilot Officers" on a standard rate of pay of 13s. per day (amounting to 11s. 6d. per day at present current rates). They will be promoted to Pilot Officers on a standard rate of pay of 16s. (present current rate 14s. 2d.) after a period of twelve months' approved service.

The expenses of mess life in the Air Force are strictly regulated, so that officers, even in the lowest ranks, shall be able to live on their pay without difficulty. The Air Ministry is satisfied that at the new rate applicable to short-service officers during the year of initial training, they will be able to take their full and proper share in the social life of their units.

Larger Gratuity.

Officers entered under this scheme will be paid a gratuity of £500 on transfer to the reserve on completion of their six years of active list service, as compared with the gratuity of £375 payable at present on completion of five years' service. Officers selected for medium service from short-service, that is, for a further five years on the active list, will earn £1,000 gratuity for the complete term of service as at present.

The slightly reduced number of officers required for short service under this scheme will normally permit of a higher percentage being selected for medium service, and also for retention on permanent commissions for a life career in the Air Force.

landings. She left Berlin on Dec. 4 last in her own Klemm monoplane and flew to Budapest and from there on to Sofia, Stambul and Konia (Turkey). Before she could arrive at her next stop, Aleppo, she experienced her first forced landing at Alexandretta, in Syria. She could not help this as she was flying in the face of a terrific storm which was blowing at the rate of 60 miles an hour. Fortunately she made a safe landing and spent the time in a hotel leaving her plane without any shelter, as a result of which it was slightly damaged. She next made a night flight to Aleppo where a few minor repairs were carried out by the military plane.

She stayed at Baghdad for four days, after leaving Aleppo, and again, before she could arrive at her next stop, Bushire, she was forced down, this time while flying along the Persian coast. She landed at Bandar Dilmah and had to leave the plane unattended while she went on to Bushire in an old Ford motor-bus in company with six natives. From this time until Calcutta was reached the Flying Carpet and the Klemm monoplane flew together. From Calcutta, she continued her flight to Akrah and then to Don Munzir and thence she flew to Don Munzir and thence she had to make a forced landing. From Don Munzir she travelled by train to Bangkok and left on Thursday for Alor Star where she spent the night before leaving for Singapore.

Fraulein Beinhorn stated that she did not know when she would leave Singapore. She is not sure whether or not she will go on to Australia. "It depends upon the condition of my machine," she said. The Fraulein was the guest of honour at a dinner party at the Hotel when more of the German community of Singapore had the opportunity of meeting her.

FLYING FRAULEIN IN SINGAPORE.

ADVENTURES EN ROUTE.

THE FLYING CARPET TO THE RESCUE.

"What made me take up flying?" Fraulein Elli Beinhorn, the German girl flyer who arrived in Singapore on January 29, repeated the question before replying to the *Straits Times* representative who interviewed her at the residence of the German Consul-General, Dr. W. Maenns, at Watten Estate, just before a reception held in her honour.

Then this young and pretty girl who has flown practically half round the world all on her own in about 67 days, thought a moment before giving her answer.

"It came on the spur of the moment, so to speak. I was attending a lecture on aviation in my own home town, Hanover, and the speaker was Capt. Kohl, who, with another German, Baron von Hunefeldt, and Commandant Fitzmaurice, had just flown the Atlantic from Ireland to Labrador—the first non-stop North Atlantic flight from East to West. I was caught by the glamour of the stories he told and I suddenly discovered there was one thing that I had to do and that was—fly. I did not think it over but, I immediately joined in aviation school."

In spite of her many experiences there is nothing "hard-bitten" or masculine about the Flying Fraulein. She is more than ordinarily pretty, with a considerable amount of charm, vivacity and femininity, of average height, not quite a blonde, with a boyish coiffure, and a graceful carriage. Anything more unlike the average man's idea of what a German girl looks like would scarcely be imagined.

A Mechanic Too.

She arrived in Singapore about 12.40 p.m. in the course of her Berlin-Far East flight and was met at the Seletar Air Base by the German Consul-General and a number of compatriots, and when I saw her later she was making herself comfortable in an easy chair at the home of Dr. Maenns. She talked to me freely and naturally in good English, speaking first of Bangkok and her presentation to their Majesties, the King and Queen of Siam. She was full of praise for them saying they were "very charming people" who spoke English perfectly. "However," she continued, "we only talked about aviation, which was the only subject I could speak of and as the King himself knew something about it, he joined in. We could not speak of politics, or some such other subject, could we?" she added with a laugh.

Her First Crash.

She is full of spirit this young Fraulein and I wish I could convey the way in which she told how she took up a plane at the aerodrome where she was trained, after being warned not to do so. "Of course, that made me all the more determined to go up," she explained, "but, alas, they were right and I was wrong, and suddenly down I came—bang, how I crashed!—and all I got was a few scratches," and she laughed merrily at the recollection of the incident.

"Was there any special reason for your taking this flight to the Far East?" I asked.

"No, there was no special reason at all. I merely wanted to get away from the winter in Germany, and go to some hot countries. That was one reason. The other was that I had heard so many interesting stories about the Far East that I thought I would like to see it for myself. Hence this pleasure cruise. I also wanted to be independent for a time. I am not used to break any records but I am just taking a slow flight to the East and back."

Fair Maid in Distress.

During the course of her flight the Fraulein has had four forced (Continued on previous column.)

WOMAN PILOT TO FLY FOR MONTH.

HON. MRS. VICTOR BRUCE'S PROJECT.

REFUELLING IN THE AIR.

Preparations are being made by the Hon. Mrs. Victor Bruce for a flight prolonged by repeated refuelling in the air. Mrs. Bruce will be accompanied by her husband, with whom she has long been associated in motoring and motor-boat exploits.

Their machine will be a Monosaur monoplane fitted with two Pobjoy engines. It is hoped to remain in the air for at least a month.

Such a flight calling for great endurance would be facilitated by the pilot's assistant, a contrivance much used by the R.A.F. and which reduces the strain and labour of piloting. Mrs. Bruce has lately taken a course of "blind flying." This experience of flying entirely by instruments should prove valuable during the nights.

It is highly desirable that some system of signalling weather prospects during the flight should be contrived. Wireless telegraphy would meet the case. Food and drink present a difficult problem. There are specialists who can supply concentrated foods in variety, and probably it is possible to convey small packages from one machine to another during flight.

Refuelling during flight avoids the need for carrying a large quantity of petrol. There would be room, therefore, for water or other beverages.

Fuel Problem.

Reducing the quantity of fuel which an aeroplane refuelling in the air must take up or carry at any one moment greatly increases the payload capacity of a plane. For some years refuelling has been the subject of experiment. It was demonstrated by the Air Ministry at last year's R.A.F. display, fuel being conveyed from one machine to another through a long pipe.

In the journal of the Royal Aeronautical Society this month Mr. J. H. B. Larrard gives the result of his exhaustive study of the problems involved. He states that the rate at which fuel can be transferred is important in the case of large aircraft, since the accuracy of flight during contact with the air tanker is apt to impose a severe strain on the pilots.

It is, however, probable that with designed apparatus fuel could be transferred at the rate of "100 gallons per minute." At the Royal Aircraft establishment an excellent method has been evolved, which avoids interference with the air screens and contact surfaces.

Stunt or Good Business.

In America a Curtiss "Robin" monoplane has become a recognised "refueller," and has delivered fuel to other aircraft in flight successfully not only by day, but at night. Experts employed by Imperial Airways have given much attention to the subject. Although it is not proposed to employ refuelling in the air in the near future, it is by no means ruled out of possible future developments.

Record duration flights by aid of refuelling have extended over many days. They are, however, more demonstration stunts, of no value as proofs of engine reliability, for that can be tested in less heroic ways.

27 Days' Flight.

The present world record for a refuelling flight is 647 hours—practically 27 days. It is held by two Americans, Dale Jackson and Forest O'Brien, and was set up in August, 1930, at St. Louis. In the 27 days they flew 39,000 miles, and were at last forced down by engine trouble.

duration, which is highly probable, but they must be qualified by the recollection that would go athletes often eschew tobacco while their weaker brethren taken to it very readily."

SPRINGBOK STRATEGY.

(Continued from Page 1.)

and enthusiastic crowd, and better still to see how they obeyed the notices and verbal exhortations and kept off the pitch at the end of the game. Twickenham by this time is surely one of our greatest national features, to rank with the Derby, the Boat Race, or Lord's, and it is only right for those who visit it to keep up its reputation and tradition. It is perhaps by reason of its vastness losing some of its intimacy, and at times it is a little puzzling even to a constant habitué, but after all it has only moved with the times, and there is no doubt that Commander Cooper has made full use of the spaces at his command.

There is one point which might well be considered. Drawing, as they do, such huge gates, it would be a pretty compliment, and not a great financial embarrassment, to present every spectator with a programme, and it would also have the most desirable effect of thwarting the dud-programme sellers. On some grounds in the Provinces, it is already the custom, perhaps one day we shall see it at Headquarters.

A CLUB DAY.

With a gap in the International programme, and the Springboks as far away as Aberdeen, where they are meeting the North of Scotland, the Clubs once more come into their own, and Twickenham is favoured with an interesting fixture, the return match between Harlequins and Blackheath. Both sides are well represented, and there is sure to be a big crowd to watch the battle between these great rivals. Blackheath look to have a fairly reasonable chance of avenging their Rectory Field defeat.

With Richmond at Portsmouth, the Athletic Ground will be occupied by the Scottish meeting Old Merchant Taylors, whilst Rosslyn Park are visiting Leicester, and will do well if they can hold such a formidable lot. The Army have a strong looking side out at Bristol, and another West Country game which should prove exciting is the meeting of Gloucester and Plymouth Albion on the former's Kingsholm ground, with Coventry and Northampton a battle royal in the Midlands.

EFFECT OF SMOKING ON ENDURANCE.

R.A.M.C. INVESTIGATION.

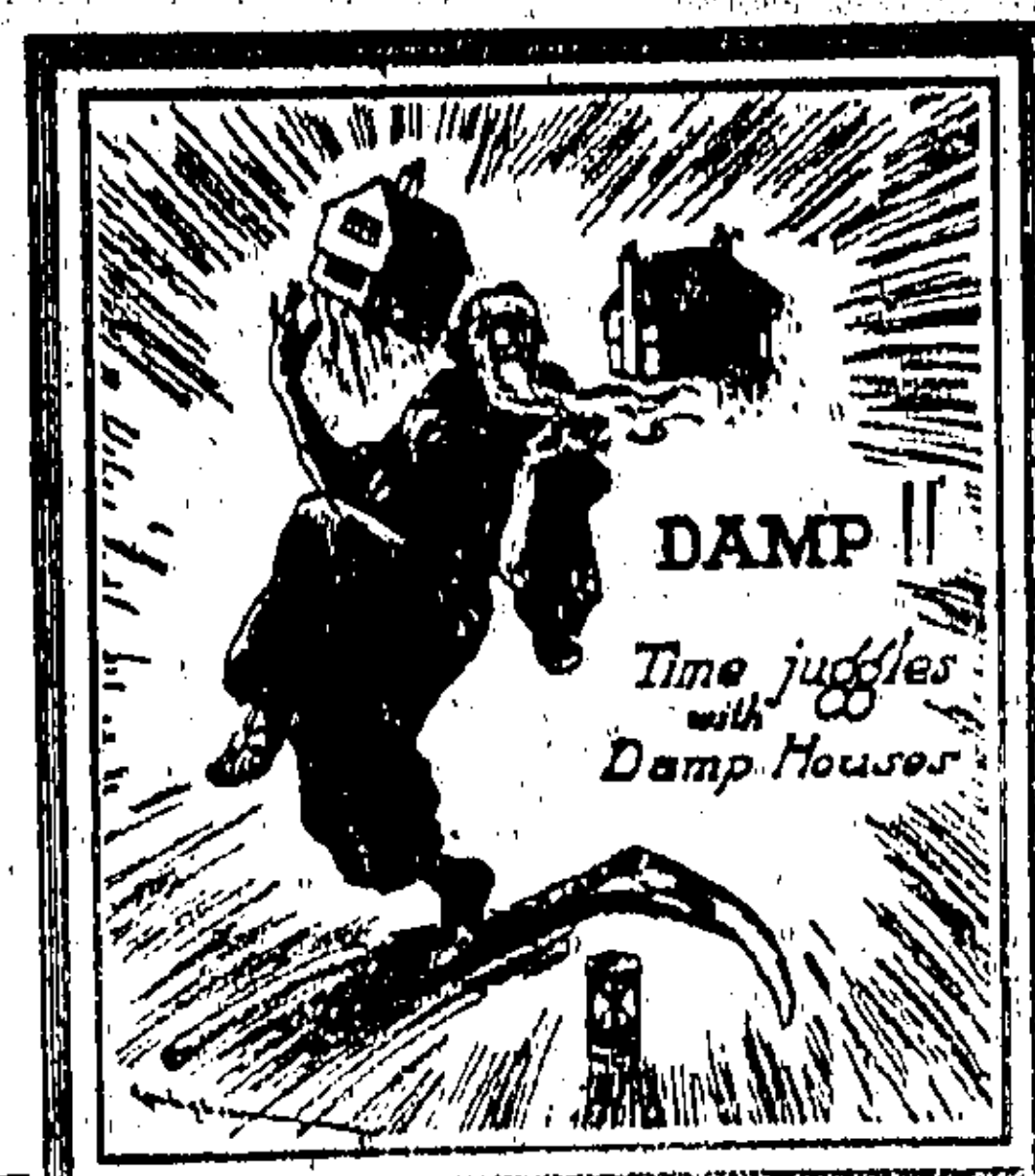
The results of a study of the influence of smoking upon the endurance of runners are given in the "Journal of the Royal Army Medical Corps" and quoted in the "Lancet."

"Profiting by the opportunities afforded by the three-mile cross-country run held at the end of every physical training assistant instructors' course at Aldershot T. F. Kennedy has studied the influence of smoking on the endurance of the runner," it is stated.

During ten years nearly 2,000 men were observed. They were graded into non-smokers, moderate smokers (those taking the equivalent of less than twenty cigarettes a day), and heavy smokers (those taking the equivalent of twenty cigarettes or more a day). The numbers in the various groups were non-smokers 345, moderate smokers 1,461, and heavy smokers 187.

Of the non-smokers 18.8 per cent. were amongst the first ten to arrive home in the mile race, while the corresponding percentages for the moderate and heavy smokers were 8.6 and 0.6 respectively. Further, a study of the last ten men to finish the race each year showed that only 4 per cent. of the non-smokers were in this group, but 11.4 per cent. of both the moderate and heavy smokers.

"These figures obviously suggest that smoking reduces physical endurance." (Continued on previous column.)



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June CollyerDirected by
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Produced by Christie

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Screen Snapshots No 6
Birds of a Feather

Commencing To-morrow

JOE COOK
in
"RAIN OR SHINE"

A COLUMBIA PICTURE

Look Out for
1932 United Artist Pictures
at The Central Theatre.

Take note of the following:—

"Around the World in
80 Minutes"with
DOUGLAS FAIRBANKS

"AGE FOR LOVE"

with
BILLIE DOVETO-DAY AT THE
CINEMA.

HONG KONG.

Queen's.
"Dixiana" with Bebe Daniels
and Everett Marshall.King's.
"Merely Mary Ann."
Janet Gaynor and Charles
Farrell.Central.
"Charley's Aunt."
World.
"Lucky Fool."
Chinese film.

KOWLOON.

Star.
"Five and Ten."
Marion Davies.

COMING.

Queen's.
"Squaw Man."King's.
"The Gang Buster."
Jack Oakie.
"Secrets of a Secretary."
Claudette Colbert and
Herbert Marshall.Central.
"Rain or Shine."
Lonely Wives."
"Waterloo Bridge."
"A Woman of Experience."World.
"Robin Hood."
"Girls Not Wanted."
Chinese film.Star.
"Lummock."

MOVIE NEWS

On the Screen in Hong Kong.

Only a bird in a gilded cage—but Janet Gaynor's little songster helps her
to win the heart of Charles Farrell, the eccentric musician in "Merely Mary
Ann." Fox romance co-starring these two favorites."MERELY MARY
ANN."JANET GAYNOR'S OPINION
OF ROMANCE.Janet Gaynor, the charming
heroine of Merely Mary Ann
gives the following thoughts on
"romance" as a subject for the
films:—Of all motion picture themes—
success, mystery, romance, adven-
ture, comedy and the rest—there is
one that will always prove popular.Romance, is favorite theme of
screen fans. Perhaps a cynic would
account for this on the grounds
that we like what is most unattain-
able, and that for every ten who
achieve success or adventure, only
one finds romance. Romance is un-
doubtedly the rarest thing in life.Most of us find some degree of
success, many have an existence in
which adventure and action play
no small part, but few really ex-
perience romance other than the
juvenile "crushes" of our school
days.Consequently, although only a
handful of us reach it, all of us
dream of this emotional goal, and
a romantic motion picture crystal-
lizes the dream into something
more tangible. A truck driver and
a stenographer and a farm worker
will be intrigued by a film mystery,
amused by a comedy, enjoy a West-
ern or an adventure picture—but a
romantic production does more
than this—it is but for an hour
it lets them respond to the thrill
of a romance, that, for the moment,
they themselves are living.Here, then, is the secret of the
romantic picture's triumph over
its companions; it satisfies the hid-
den longings of its audiences to a
greater degree than any other
type of film.To take an example from my own
career, consider "The Heaven."
While Frank Borzage's war scenes
in that picture were equalled at
that time only by those in "What
Price Glory" and "The Big
Parade," very few, as I have dis-
covered, remember them. The ro-
mance between Charles Farrell and
myself comprises their principal
recollection of the production—and
this also seems to be the case with
most of our subsequent films.In our latest appearance to-
gether, "Merely Mary Ann," Fox
picture (showing so many at the
King's Theatre) the romance be-
tween Mr. Farrell as an eccentric
composer and myself as a servant
girl in the boarding-house where he
lives, constitutes the motif of the
story. Against a background of an
idyllic London establishment, and
then of the Devonshire cottage, this
romance carries the tale along, but
with its rather unusual character-
izations, will be found, I think,
somewhat different from any of our
earlier pictures together. Different,
but no less romantic.ful half hour in England and the
number of people taking advantage
of the enterprise of the King's
Theatre management shows a grati-
fying increase. Details of the pro-
gramme will be found in our
advertisement column.

"THE GANG BUSTER."

JACK OAKIE'S SWEET-
HEARTS AND SUCCESSES.Eleven pictures and ten screen
sweethearts have marked Jack
Oakie's rise to stardom since he
first attracted notice with his part
opposite Clara Bow in "The
Fleet's In." His latest starring
picture is "The Gang Buster,"
which tells of American racketeer-
ing.Oakie, who started his strange
career as a "runner" for a bond
house on Wall Street, and gradu-
ated to musical comedy by means
of a Junior League benefit per-
formance, was just a free-lancer in
Hollywood when he landed a job
in the cast of "The Fleet's In,"
and won a Paramount contract.The contract led, step by step, to
starring rank.
With Charles Rogers and Mary
Brian, he played in "Someone to
Love," and with Florence Vidor,
in "Tong War." His comedy re-
ally began to stand out, however,
when he played with Clara Bow in
"The Wild Party," and his star-
ring contract followed, with "East
Company," introducing his "name
in lights" to the public. "East
Company" had Evelyn Brent in
the leading woman role.In "Sweetie" he carried a comic
lead, opposite Nancy Carroll, and
in that picture, his crooning of
"Alma Mamma" made him a
comic-singing star. Another ear-
ly role followed in "The Social
Lion," in which he made love to
Mary Brian. "Sap from Syria-
cuse" brought him Ginger Rogers
to love, and two leading women,
Francis, succumbed to his charm
in "Let's Go Native," "Sea
Legs" saw him as the sailor sweet-
heart of Lillian Roth.In "The Gang Buster," his latest
comedy hit, which will open at the
King's Theatre soon, Oakie has a
brand new girl-friend, Jean Ar-
thur, who has heretofore confined
her talent to more serious drama,
appearing in William Powell's
"Street of Chance" and as one of
the suspects in "The Canary Mur-
der Case."

A HALF HOUR IN ENGLAND.

TO-DAY'S NEWS REEL AT
KING'S THEATRE.There is a complete change of
programme for the all-British news
reel, being shown at the King's
Theatre to-day from 11.45 a.m. to
2 p.m.
These reels give a really delight-
(Continued on previous column.)

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KING'S

At 2.30, 5.10, 7.15 & 9.30 P.M.

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Loved You'll Love
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JANET
GAYNOR
and
CHARLES
FARRELL
Merely
Mary Ann

Her love melted the bars
of caste and convention
which caged their souls.

JACK
OAKIE
The Gang
Buster

with
Jean Arthur
William Boyd

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GRETA GARBO'S
MAGIC.IN FILM WITH AN ARTI-
FICIAL MORAL."The Rise of Helga."
Greta Garbo has the magic of
personality.Even her low and slightly guttur-
al voice has an individuality of its
own, and if you heard it coming
from a blank screen you would be
impressed. It is like no other voice
I have heard on the stage.In "The Rise of Helga," shown
at the Empire Theatre London, last
month, she seeks to portray a young
Swedish girl who runs away from a
forced marriage, is befriended by
a young engineer, and, when their
love dream is ended by his having
to leave on business, she is again
obliged to run away from her pros-
pective husband.Then she joins a circus company,
and against her will becomes the
mistress of its proprietor, and is
cast off by her lover when he finds
her. But when he has taken to
drink she finds him, and, by the
power of love, they start a new life.The moral of the film is artificial.
Greta Garbo makes the girl the
rather listless victim of circum-
stances. She is flotsam on the
stream of life.

Greta's Limitations.

As the young girl rebelling
against a marriage she does not
desire she acts with subtlety and
naturalness. She is less good when
the girl is a woman of the world,
and in the portrayal of passionate
devotion she is unsympathetic and
dull.As a matter of fact, this famous
film star has a limited technique as
actress.Her face has the elusiveness and
the want of definite expression of a
mask.When the story and the situations
are not carrying her along she ex-
presses nothing. She trusts too
much to her famous personality to
take the place of acting.Clark Gable is always an inter-
esting actor, but the part in this
film does not suit him. Everyone,
however, will want to see these two
stars in the same film, in the *News
Chronicle*.

"THE SQUAW MAN."

COMING TO QUEEN'S
THEATRE.Vivid thrills in an English castle
and on an Arizona cattle ranch
characterise Cecil B. DeMille's
"The Squaw Man," which is com-
ing to the Queen's Theatre on Sun-
day.The story tells of the adventures
and the pathos of the Englishman
exiled for a theft he didn't commit,
who marries the Indian girl who
saved his life, only to have his
sweetheart from Great Britain
come back into his life seven years
later, when he is the father of a
half-Indian boy.The piece abounds in extraordi-
nary camera shots, well-done with
some sort of a trick crane, by Hal
Rosson. The scenic investiture,
shot in the wilds of Arizona, is of
unusual beauty.The three main protagonists are
Warner Baxter, Lupe Velez and
Eleanor Boardman. Baxter is a
virile, "Jim" Carson; Lupe
Velez undoubtedly does her finest
work as the Indian girl. Eleanor
Boardman is warm and sympathetic
as "Lady Diana."Capable performances are also
offered by Charles Bickford, Ro-
land Young, Paul Cavanagh, Ray-
mond Hatton, Julia Faye, Dewitt
Jennings, J. Farrell McDonald,
Dickie Moore and Mitchell Lewis.

"RAIN OR SHINE."

JOE COOK FACES ALL
WEATHERS.Joe Cook, who makes his film de-
but in the screen version of "Rain
or Shine," coming before long to
the Central Theatre, literally went
through fire and water in the mak-
ing of this spectacular comedy.The first scene in the manuscript
calls for a terrific downpour of
rain, and the last scene likewise.
Then there is a sequence of the
picture which depicts the burning
down of a complete circus. In be-
tween there are interludes where
the famous California sunshine is
much in demand.QUEEN'S
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BEBE DANIELS
EVERETT MARSHALL
BERT WHEELER
5,000 othersNEXT CHANGE
WARNER BAXTERin Cecil B. De Mille's
Production"THE
SQUAW MAN"Lupe Velez
Eleanor Boardman
Charles Bickford

STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 AND 9.20Marion
DAVIESin her finest
talkie

FIVE and TEN

with Leslie Howard
Richard Bennett



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RECENT CHANGES IN PERSONNEL.

Capt. Harris-Walker, in transit, is on reserve.

Mr. J. W. Evans, sup'y chief officer, in transit, is on short leave.

Mr. E. Williams, sup'y chief officer, Wantung, is in transit.

Mr. S. Aherne, sup'y chief officer, Wantung, has gone sup'y chief officer, Wantung.

Mr. J. G. R. Gow, from short leave, has gone sup'y second officer, Wantung.

Mr. J. C. Williams, second officer, Linan, has gone sup'y second officer, Wantung.

Mr. F. A. White, sup'y second officer, Kiating, has gone second officer, Linan.

Mr. O. G. Davies, sup'y third engineer officer, from reserve, has resigned.

Mr. R. Cook, sup'y third engineer officer, from reserve, has gone third engineer officer, Chungking.

Mr. S. H. Williams, sup'y third engineer officer, from short leave, has gone third engineer officer, Sinkiang.

Mr. M. Scott, acting third engineer officer, Sinkiang, has gone sup'y second engineer officer, Szechuen.

Mr. C. Stewart, chief engineer officer, Wantung, has gone home.

Mr. A. N. McDonald, chief engineer officer, Wantung, has gone home.

Mr. I. Callender, chief engineer officer, Kiating, has gone home.

Mr. F. Appleton, sup'y second engineer officer, is on short leave.

Mr. D. I. Greer, third engineer officer, Chekiang, is on short leave.

Mr. J. C. Campbell, from home leave, has gone chief engineer officer, Kiating.

Mr. J. Roxburgh, from home leave, has gone chief engineer officer, Wantung.

Mr. J. H. Cameron, from home leave, has gone chief engineer officer, Wantung.

Mr. C. H. Jones, third engineer officer, Hanyang, has gone third engineer officer, Chekiang.

Mr. W. P. Cameron, second engineer officer, Kiangchow, is in transit.

Mr. H. L. Elliott, from short leave, has gone second engineer officer, Kiangchow.

Mr. D. C. Kermode, from reserve, has gone acting chief officer, Fuhwo.

Mr. R. T. Salmon, second officer Chipping, has gone third officer, the same ship.

Mr. M. L. Hardie, from reserve, has gone second officer, Chipping.

Mr. C. A. Kingwood, from reserve, has gone third engineer officer, Kwanhsang.

Mr. J. Manson, third engineer officer, Kwanhsang, is on reserve.

LAMMERT AUCTIONS

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Teak and Iron Bedsteads, Teak Double and Single Wardrobes with Bevelled Mirrors, Mantle Pieces, Dressing Tables, Marble Top Washstands, Toilet Sets, Chest of Drawers, Rattan Ware, Blankets and Linen, etc., etc.

Electric Lights and Fittings, Porcelain Wash Basins, Enamel Baths, Cooking Stove, Kitchen Utensils, Plants and Ferns in Pots, Palms, Porcelain Flower Stands, etc.

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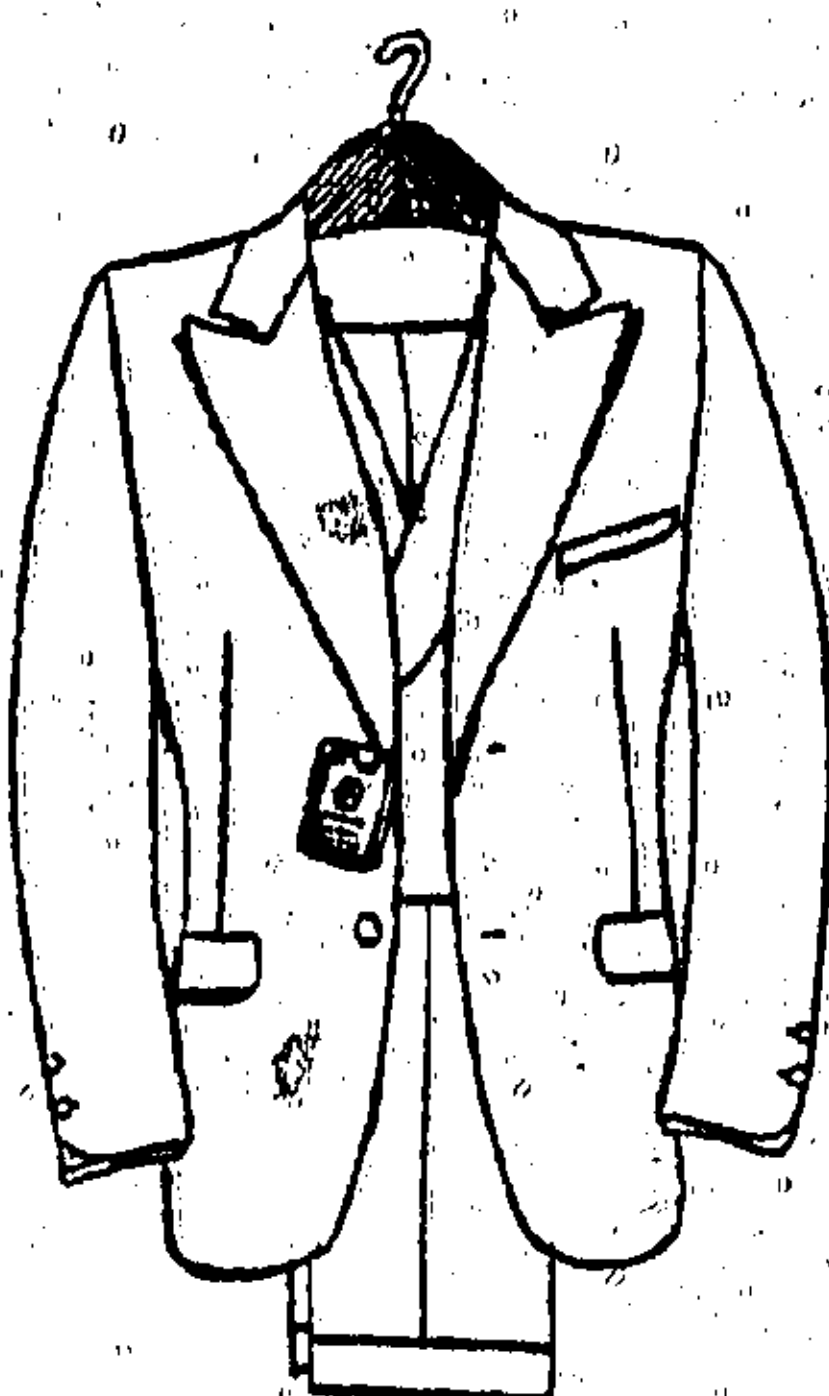
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PROTECTION OF THE COLONY.

GENERAL'S VIEWS ON WHY YOUNG MEN SHOULD JOIN THE VOLUNTEERS.

ANNUAL DINNER OF THE PORTUGUESE COMPANY. YOUNG SUBALTERN'S AND FIRING OF SALUTES.

"To my mind any young and able bodied man of military age, who is eligible to join and is not employed in one of the essential services connected with the life and well-being of the Colony, has got to make up his mind now, whether to join the Volunteers or run the risk of being accused of not possessing a proper sense of public duty," said His Excellency the General Officer Commanding (Major-General J. W. Sandilands, Q.B., C.M.G., D.S.O.) when he addressed the gathering at the annual dinner of the Portuguese Company, Hong Kong Volunteer Defence Corps, which was held at the Club Lusitano last evening.

About two hundred people sat down to an excellent dinner and amongst those, in addition to Capt. R. R. Davis, Officer Commanding the Company, and Lieut. S. Jarvis, second in command, were Lieut. Colonel L. G. Bird, Commandant, Capt. W. H. G. Goster, Adjutant, Capt. Cameron, Capt. E. J. R. Mitchell, Mr. A. F. B. Silva-Netto, Mr. Leo D'Almada, jr., Mr. A. E. S. Alves and Mr. J. C. D'Almada.

"OUR GUESTS."

After the Loyal toast was honoured, the gathering drank to the health of the President of Portugal. Then followed "Our Guests" and before calling members of Portuguese Company to honour this, Lt. S. Jarvis, M.C., said:—

Your Excellency, Col. Bird and Gentlemen.

On the occasion of our third official dinner it is again my pleasant duty to propose the health of our guests. In wondering what I should say, the thought came to me how many similar attempts are made the world over on such occasions and the consequent difficulty of avoiding the dull and commonplace, whilst at the same time escaping the charge of insincerity.

However, I make no aspirations towards brilliance, there is very little one can say—a repetition of the truth cannot be other than sincere and our guests' interest and ready assistance in such a common place with us that the periodical repetition of it must seem dull. The opportunities for brilliant efforts which lead to brilliant speeches are few.

Once again one feels that to single out individuals for mention would not do justice to the rest but I cannot let this opportunity pass without referring to His Excellency who has once more demonstrated his keen interest by his presence here with us at a time when, as we all know, his mind is all too fully occupied with the difficulties of the situation in the North.

The continued help of Col. Bird and Capt. Goster whose ready word of encouragement, which means so much to the less experienced, has never been withheld.

Capt. Mitchell, whose only fault seems to be that in consequence of his persuasive tongue recruits might perjure themselves by signing the enrolment form twice. Our old friend Mr. Westlake—since our last meeting his head has been among the stars but he still finds time to chide us with stripes when we need them!

Workers for the Corps.

Those members and bodies of the Portuguese community who have given us every assistance by presenting trophies, providing accom-

modation, as to-night, for our functions and supporting us constantly in all our activities, call for special mention since it is only the Portuguese community which can effectively support and augment the Portuguese Company.

HIS EXCELLENCY'S SPEECH.

His Excellency was accorded a very warm reception when he rose to address the gathering and he opened his speech by saying that it was indeed a pleasure for him to be present at the dinner. He felt confident that all present knew that he always had a very warm regard for the Portuguese Company.

Continuing, Major-General Sandilands said: "I am quite conscious of the fact that whenever I make a speech as regards the Volunteers I am constantly assailed in the public Press in the course of the next few days."

"When you read those letters in the Press, you often wonder who has written them. It is often, one discovers, some person who wishes to get a rise out of someone else. Sometime ago, there were a lot of letters in the Press complaining of the internal noise made by the Artillery when firing salutes, and a suggestion was thrown out that the firing be moved to another point. The letters were signed, amongst other names, by 'Mother of Six' who complained that the noises were harmful to her babies and 'mar-se' (laughter). I took a great deal of trouble trying to lessen the noise and then put my Secret Service agents on the job. They found that a good many of the letters were written by young Artillery subalterns who didn't want to fire the salutes! (Loud laughter.)"

His Excellency then made an appeal for more recruits, and, continuing, said: "Many of those here to-night have heard me make appeals for men to join the Volunteers in which I have put forward various reasons for doing so, but I would once more emphasize the main reason."

Troubles Arise Suddenly. The Hong Kong Volunteer Defence Corps exists for the protection of the Colony of Hong Kong. It has no connection with the protection of other parts of the British Empire, still less has it any connection with wars in Europe.

Incorporated in the protection of the colony is the protection of the aged and infirm, and the women and the helpless children of the British, Portuguese and the Chinese community.

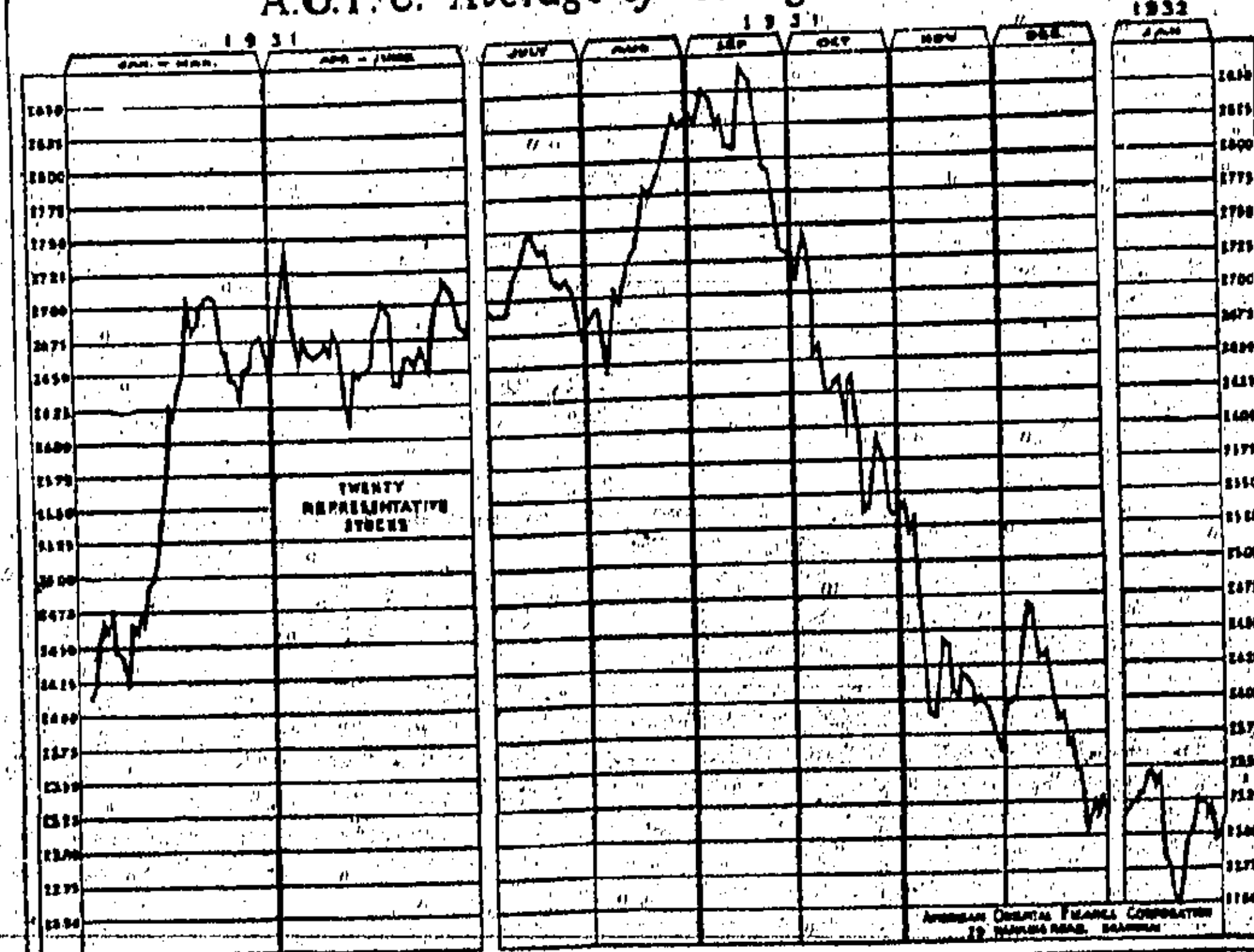
What stronger reason could be put forward to persuade young men to join up at once, as history has shown over and over again, that trouble is prone to arise suddenly and at incredible speed.

To my mind any young and able bodied man of military age, who is eligible to join and is not employed in one of the essential services connected with the life and well-being of the Colony, has got to make up his mind now, whether to join the Volunteers or run the risk of being accused of not possessing a proper sense of public duty. I prefer to leave it at that and thank you at the same time for the hospitality which I have received at the hands of the Portuguese Company. (Applause.)

Capt. Davis, the Company Commander gave a short speech in the course of which he thanked his men for their support and appealed to them to bring in more recruits. When he returned for leave next year, said the speaker, he hoped to find a new platoon of recruits ready for training.

Dancing followed the dinner and the excellent of the music supplied by Micky's Melody makers was proved by the many encores demanded.

A.O.F.C. Average of Shanghai Stocks



COMMENT ON A.O.F.C. AVERAGE.

Business has been suspended on the Shanghai Stock Exchange during the past week due to the emergency that exists locally. The market was steady on the last day, January 30, but business dwindled to a very small volume.

The fact that so many members are engaged in defence work makes the continuance of a normal mar-

ket impractical. There is nothing that even remotely represents stress conditions confronting the market. Prices are deflated to extremely low levels and it is probable that very little stock is held by people who are not prepared to carry on through the current critical period.

As the Chinese Bond market is suspended until February 10, it is

probable that the Stock Exchange will also stay closed until after Chinese New Year. The clearing up of the serious situation locally is practically prerequisite to a fair and workable market, so there may be some delay in the resumption of normal activity in financial markets.

The statistical record of the A.O.F.C. Average follows:—

January 6, 1931	94.10
September 19, 1931	98.66
January 18, 1932	92.40
January 30, 1932	93.00

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Jackson Medicine Co., 33B, Rua dos Mercadores, Macao.
Ping Ping Co., Swatow.
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WHITEAWAY, LAIDLAW & CO., LTD.

DISARMAMENT
CONFERENCE

BRILLIANT SPEECH BY SIR
JOHN SIMON

"BRITISH IDEAS REVEALED"

[BRITISH WIRELESS SERVICE.]

Rugby, Feb. 8.

The main feature of Britain's disarmament proposals were announced at a plenary session of the Geneva Conference by the Foreign Secretary, Sir John Simon, to-day, embodying the abolition of submarines, of gas and chemical warfare, a reduction in the size of warships and of their gun calibre, the prohibition of land guns over a certain calibre and the limitation of conscription by agreement.

In reference to submarines, Sir John Simon said: "The skill and gallantry in this dangerous service—in Britain to-day we mourn the loss of a submarine crew of sixty men, engulfed in time of peace—are no justification for its continuance."

"I will not disguise the fact that the abolition of the submarine would be in the interests of our country, but in saying this I absolutely deny that we regard its abolition as any exclusive interest of ours. The abolition of submarines would be a contribution to disarmament which the citizens of every country could understand. Our proposal is in the interests of humanity and stable and permanent peace."

Underlying Principle.

Regarding the principle underlying the proposals, Sir John Simon said: "Since our common object is to diminish the sum total of armaments and the expenditure upon them, it follows that we must direct special attention to such prohibition or limitation as will weaken attack and so remove the temptation for aggression."

Many peace conferences had been held before this and the consequences of their failure had been written in blood in the history of the world.

Failure Means Calamity.

"Failure now, would mean nothing short of an immeasurable calamity."

He reminded the Conference that the intention was both explicit and implicit in the Versailles Treaty that nations, who even now were still suffering from the scourge of four years of warfare should reduce the means of conflict through a reduction of national armaments by international agreement. "They must do this while the lessons of war were still fresh in the peoples' minds."

Means to an End.

Disarmament was a means to an end. Terrible as was the economic burden of armament and enormous as would be the relief to the taxpayers if it were lifted, that was not the primary purpose for which they pursued it. Disarmament was pursued as the most effective method of promoting peace and of limiting the risk of sudden and devastating war by a restriction of armaments to what was strictly necessary for defence and for international obligations, and by comparison and co-operation among themselves to discredit extravagant and fantastic claims, and to fill the maximum in each case at the lowest figure possible.

High levels of armaments were no substitute for security. At best, they only created an illusion of security in one quarter while at the same time aggravating the sense of insecurity in another.

Security for all depended on armaments reduction. Armaments were a symptom of a pathological condition. It was an attempt to rid oneself of a plague by infecting one's neighbour.

At the conclusion of Sir John Simon's speech there was enthusiastic applause and the delegates of many countries shook him by the hand and warmly congratulated him.

Striking Figures.

M. Tardieu, who followed, amplified the French scheme already outlined, and declared that France was ready to make contractual engagements to limit armaments during a fixed period and would favourably examine reductions which might be suggested, supplementary to those within the framework of the draft convention.

He enumerated the heritage of the last war in the following striking figures:

Ten million lives sacrificed.
Eight thousand million pounds' worth of destruction.
Eight hundred and eighty million pounds of military expenditure.

TO-DAY'S WIRELESS
PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock and exchange quotations.

11.30 a.m.—Chinese programme.

12.30 p.m.—European programme of Victor and H.M.V. records.

1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, mail notice, etc.

2 p.m.—Close down.

5 to 7 p.m.—Chinese programme

8 to 9.30 p.m.—Children's programme.

7 to 11 p.m.—European programme of Victor and H.M.V. records.

7 p.m.—Mail notice, etc.

7.03 to 7.15 p.m.—

"Suite Française" (Foulds)—

The Band of H.M. Coldstream Guards.—B2751/B2752.

8 p.m.—Local time and weather report.

7.15 to 8.15 p.m.—

Variety.

Humorous Song—"In the Wood shed She Said She Would."

Song—"Laugh, Clown, Laugh."

—Gracie Fields.—B2752.

Song—"Sweetheart, I'm Dreaming of You."

Song—"I Can't Do Without You."

—Melville Gideon (Baritone).—B2773.

Organ Solo—"Just Like Darby and Joan."

Organ Solo—"Love Lies"—Reginald Foort.—B2775.

Song—"I've Got a Feeling for Somebody."

Song—"Together"—Anona Winn (Soprano).—B2745.

Song—"Mary Make Believe."

Song—"A Room with a View."

—Noel Coward (Baritone).—B2719.

Orchestral—"All Thro' the Night I Think of You."

Orchestral—"For You Alone."

—De Groot and the Piccadilly Orchestra.—B2757.

Humorous Song—"Our Avenue"

Humorous Song—"Under the Moon."

—Gracie Fields.—B2758.

Song—"Worryin'."

Song—"Blue Bird, Sing Me a Song."

—Melville Gideon (Baritone).—B2791.

8.15 to 8.30 p.m.—

"Three Cornered Hat" Suite (De Falla), played by the New Light Symphony Orchestra, conducted by Dr. Malcolm Sargent.—B2721/2.

8.30 to 9 p.m.—

Concert Items.

Song—"Orpheus With His Lute" (Sullivan).

Song—"The Wren" (Benedict).—Mavis Bennet (Soprano).—B2752.

Piano Solo—"Etude in C Sharp Minor" (Scriabine).

Piano Solo—"Etude in D Flat Major" (Scriabine).—Muriel Kerr.—4113.

Song—"Love Went A-Riding" (Bridge).

Song—"Had You But Known" (Denza).—Browning Murney (Tenor).—B2759.

Piano Solo—"Veils" (Debussy).

Piano Solo—"Dancing Virgins of Delphi" (Debussy).—Irene Jan Paderewski.—1531.

Song—"Drink to Me Only With Thine Eyes"—Masters E. Lough and R. Mallet with Messrs. Capel Dixon and Frank Hastwell.—B2770.

8 to 11 p.m.—

Dance Programme.

Fox Trot—"A Faded Summer Love."—22927.

Fox Trot—"Old Playmate."

Fox Trot—"I Love to Hear a Military Band."

Fox Trot—"Oh! Mo'nah!"—(Continued on next Column.)

HONG KONG POLICE
RESERVE.

[ORDERS BY THE HON. MR. R. D. C. WOLF, C.M.G., I.C.P.]

Chinese Company.

Defence Class.—There will be no defence class to-day.

Training Course (Part 1).—There will be no Part 1 of Training Course to-morrow.

N.C.O.'s Class.—There will be no N.C.O.'s Class on Friday.

Flying Squad.

Strength.—The following members have been permitted to resign as from February 6, 1932: Crown Sergeant R.330 J. Kotowall, Constables R.327 Look King and R.329 Henry Kew.

Reserve Emergency Unit

Strength.—The following members have been taken on the strength of the Reserve Emergency Unit as from February 9, 1932: Constables R.447 V. E. Koppe and R.448 A. H. Stedman.

Rifle Practice.—A rifle practice for the Sniper Section will take place at the Tai Hang Range on Sunday, February 14 at 10 a.m. Members will fall in at Queen's Pier at 9.45 a.m. with rifles. Uniform optional.

(Sgd.) D. L. KING.

D. S. P. (R)

22922 Fox Trot—"I Don't Know Why."

22917 Fox Trot—"Guilty."—22817.

Waltz—"Princess Flavin—Medley."

Waltz—"Always."—19955.

22857 Fox Trot—"Lucille."—22857.

22817 Fox Trot—"I Can Sympathize With You."

22858 Fox Trot—"I'll Always Remember September."—22858.

22858 Fox Trot—"Now's the Time to Fall in Love."

22858 Fox Trot—"Freddie the Freshman."—22858.

22858 Fox Trot—"Cupid's Holiday."

22858 Waltz—"Poor Little Gigolette."—22858.

22858 Fox Trot—"I Idolize my Baby's Eyes."

22858 Fox Trot—"How's Your Uncle?"—22858.

22858 Fox Trot—"It's a Long Time Between Kisses."—22793.

22793 Fox Trot—"Love Letters in the Sand."—22793.

22793 Fox Trot—"If I Have to go On Without You."

22793 Fox Trot—"When You Press Your Lips to Mine."—22793.

22793 Waltz—"When the World Was New."

22840 Waltz—"Call me Darling."—22840.

22840 Fox Trot—"I Can't Write the Words."

22793 Fox Trot—"I Can't Get Mississipp off my Mind."—22793.

22793 Fox Trot—"Have a Heart."

22794 Fox Trot—"Tonight or Never."—22794.

22794 Fox Trot—"Oh, It Looks like Rain."

22794 Fox Trot—"My Sweet Tooth Says I Wanna."—22794.

22794 Waltz—"Blue Kentucky Moon."—22794.

22794 Fox Trot—"My Moonlight Serenade."—22794.

22794 Fox Trot—"Hoebeie Joebies."—22794.

22794 Fox Trot—"Minnie, the Moocher."—22794.

22794 Fox Trot—"Take it From Me."—22794.

22794 Fox Trot—"It's the Girl."—22794.

22794 Fox Trot—"Now That I've Found You."

22794 Stomp—"Sud Buster's Dream."—22794.

22794 Waltz—"Cuban Love Song."—22794.

22794 Waltz—"Tell me With a Love Song."—22794.

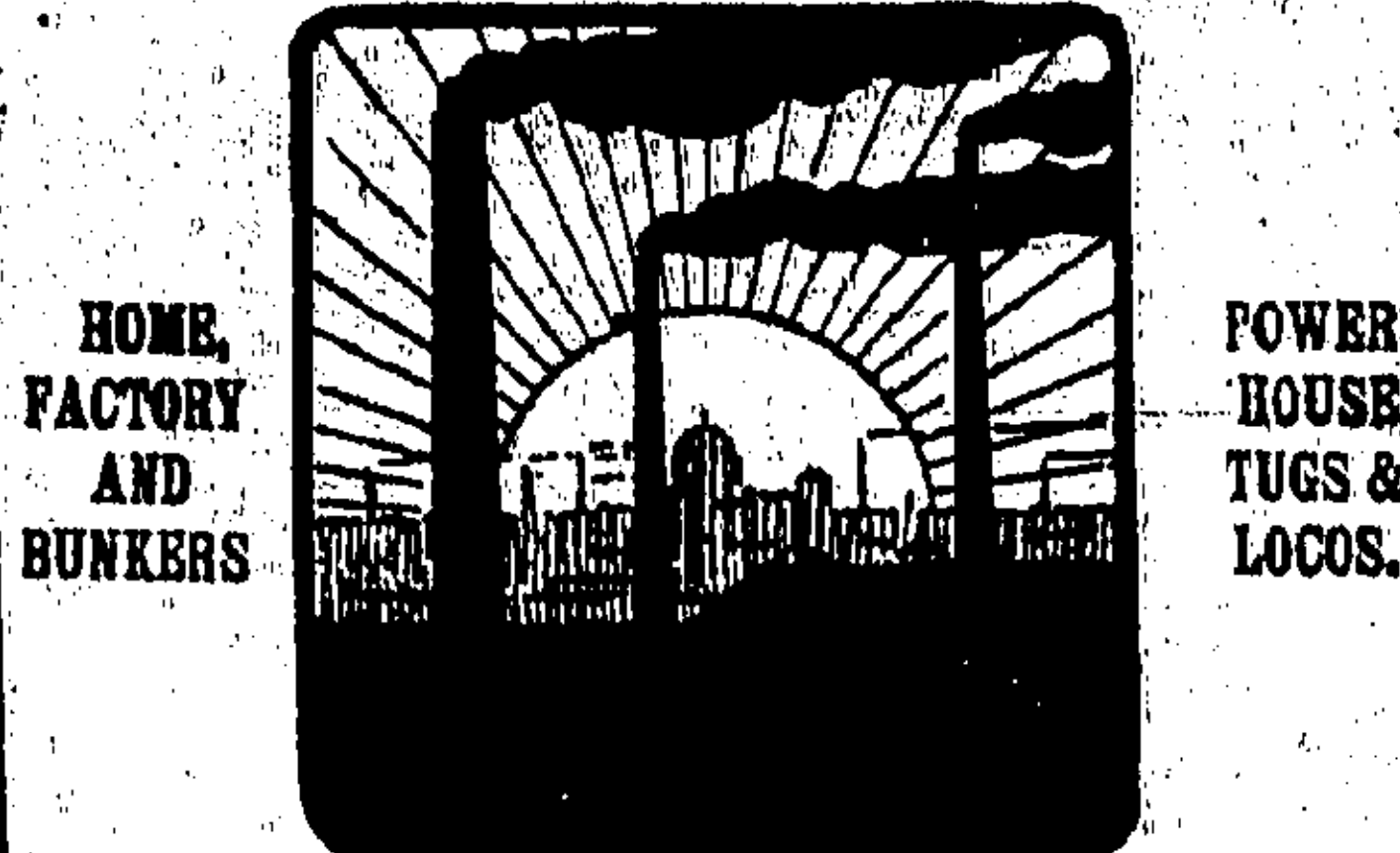
11 p.m.—Rugby mid-day Press news.

11.05 p.m.—Close down.

All records in the above European programmes are supplied by Messrs. Moutrie & Co.

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R. BELL,
Representative.

REPARATIONS AND WAR DEBTS.

INTERESTING ADDRESS TO LOCAL ROTARIANS
BY PROFESSOR ROBERTSON.READJUSTMENT NECESSARY IN INTERESTS OF
CREDITORS AND DEBTORS.

Professor K. S. Robertson, Professor of Economics at the Hong Kong University, in an address at the Rotary Club yesterday gave his audience a clear and concise account of the relations between the various countries, engaged in the recent World War, from an economic and financial point of view. The address embodied, in simple yet lucid terms, a brief summary of the position to-day and the efforts made by the different nations to meet the situation. The cancellation of the War Debts, according to Professor Robertson, seems improbable at the moment, but the continuation of the Hoover moratorium is a little short of imperative. The Hon. Mr. W. E. L. Shenton presided. The full text of Professor Robertson's address will be found below:—

AMERICA'S VIEWPOINT--AND EUROPE'S.

Professor Robertson said:—The present world depression is without parallel in modern history. At its commencement people spoke of the trade cycle, and the rhythm, the rise and fall, of industrial activity. But the economic sickness which has befallen us has passed beyond the point at which theories of the trade cycle are appropriate. We are forced to ask whether the disease is not a wasting sickness, due to deep-rooted causes which, if not removed, will render recovery impossible.

Are there any factors in the present day world which preclude the hope that an upward movement from the trough of depression can take place? Is there some one element, or group of elements, present in the modern world, but unknown of our case? Is it due to the maldistribution of gold, to tariff barriers of an unprecedented height, to the disproportion between the prices of primary goods and those of manufactures, to the "sickness" of production costs especially in the matter of money wages, to the re-distribution of the world's lending power into unaccustomed hands, to the burden of inter-governmental indebtedness?

My purpose to-day is to isolate the last-named of these in an endeavour to assess its place among the factors of economic disturbance. In isolating war-indebtedness in this way I must not be thought to imply that the removal of this burden would solve all our problems, or even that its existence was one of the initial causes of depression. It seems likely, however, that we cannot emerge from that depression unless the burden is lifted or lightened, and it is certain that the events in Germany last summer accentuated our difficulties and led straight to our own crisis in Great Britain were in inextricably linked up with the existence of the German Reparation liability, which in its turn was to a great extent determined inter-governmental indebtedness among the allied countries.

The Young Scheme.

There is no time to go into a detailed account of the various settlements which, taken together, constitute the problem of Reparations and Debts. Briefly, Germany's liability rests upon the Young scheme as finally adopted at the Hague early in 1930. According to this, she is called upon to pay, for a series of years ending in 1938, certain annuities, varying in amount, but commencing about 28m. and reaching at the maximum 219m. These annuities in reality constitute what may be called reparations proper (compensation for war devastation) thus an amount each year sufficient to cover the recipients' obligations on their own war debts.

Among European countries, France for 27 years receives a considerable surplus on account of reparation proper, that is, over and above what she has to pay out again to Great Britain and the U.S.A. Great Britain, on the policy announced in the Balfour note, received just what is sufficient to cover her liabilities to America, when her receipts from France and other debtors are added. Italy, Belgium and other states receive sums which allow of small surpluses. That is a very rough and sketchy account, but it is sufficient for our present purpose to keep in mind that the bulk of German Reparation payments goes ultimately to France and the U.S.A.; this involved the further

consequence that any scaling down or cancellation also falls most heavily upon these two states, whose national budgets would in the circumstances suffer a considerable net loss of revenue.

The Basle Report.

It may be further noted here that the annuities which Germany has to pay under the Young scheme are divided into conditional and unconditional, or postponable and non-postponable parts. The unconditional part of each annuity is an absolute and irrecoverable obligation, under the terms of the Hague agreement. The other part may be postponed, in each case for not more than two years, if it can be shown that Germany's exchange and economic stability will be endangered by the payments. In this event, the initiative lies with Germany itself, who may apply for the convocation of a Special Advisory Committee appointed by the Bank for International Settlements, itself an offspring of the Young plan. It was this Special Advisory Committee which met, on Germany's official application, in December last, and issued the report which is called the Basle Report.

Some months before this, however, the Hoover Moratorium had suspended for one year the whole series of inter-governmental payments included under Reparations and War Debts; with the exception of a series (amounting to 27m.) necessary for the service of the Dawes and Young loans. The moratorium, that is, was something outside the Young plan, and was prompted by the desire to save Germany from imminent financial collapse.

What had happened was something like this. Germany had for several years, since the inauguration of the Dawes plan, been unable to meet her payments under that scheme. She had, however, during the same period, been borrowing heavily abroad, both on long and on short term, this borrowing was, of course, not governmental borrowing, but commercial. Much of it, doubtless, had been applied to productive ends which, given normal conditions, would lead at some future date to greater capacity to meet the increased burden of debt thus created; and Germany had also, during the same period, been herself applying the savings of her own people to capital construction. But the fact remains that her payments under the Dawes scheme were exceeded by her foreign borrowing during those years.

Threat to Germany.

Further, to the extent to which her borrowing was on short term, she was creating an unsound position for herself, which would be a source of danger to her if economic confidence for any reason became shaky. Actually, the stream of foreign lending stopped as a result of the American stock market boom and its subsequent liquidation. Her industrial position was thereby weakened, and as the world crisis further developed, and the catastrophic fall in prices rapidly intensified, Germany's economic system, burdened as it was with the load of Reparation indebtedness, was gravely threatened. The nationals of other countries, themselves weakened by the world depression, and nervous about the situation in Germany, began to draw in their short-term balances in that country, and it looked as if a new fight from the mark was about to take place.

Germany's budgetary position was, in common with that of practically every other state, insecure, and deficit threatened on that side also; there is, of course, a close connection between her budgetary instability and the wasting sickness which had attacked her industrial life. To make a long story short, funds were flowing outward from Germany, the Reichsbank's gold was being drained, the mark exchange was wobbling, and default was practically certain. The Hoover moratorium, which followed on Dr. Brüning's striking public avowal of Germany's position, was an attempt to prevent collapse. It lifted from Germany and all the other countries which were linked up in the nexus of inter-governmental debt, a burden that could not have been met; this was to be for a year. It did not by itself solve all Germany's problems. The short-term of Germany was still thoroughly unmoored; her exchange stability was still threatened by withdrawals; the London Conference which met in July added to the Hoover moratorium of inter-governmental debts, the so-called Standstill agreement, whereby commercial short term balances to the amount of some £300 m. were to remain in Germany for six months.

Britain's Position.

Since these arrangements were entered into, there has been little sign of improvement in the world situation. England, with an unsound short-term position, and with much of her normally realisable assets tied up in Germany, was forced off the gold standard. Would prices have continued to fall? There has been a fall of 30 per cent. in the wholesale price level in the space of two years, a fall unprecedented in history. Instead of recovering, Germany's industry, like that of her neighbours, remains in a depressed state; her finances are kept in order only by the most rigid control to heavy taxation; it has become evident that it is quite impossible for her to resume payments of Reparations next July. She believes that her chances of ever recovering are bound up with a removal of the burden of indebtedness, but the times were not propitious for an international conference with the readjustment of burden as its aim.

What has been done, therefore, is in the first place to call the Special Advisory Committee referred to above. This Committee has reported, and, after a careful examination of Germany's trade position, her budget, and her place in the generally depressed economy of the World, has not only stated Germany's inability to transfer the conditional part of the annuity in the year beginning next July, but has gone so far as to "draw the attention of the Government to the unprecedented gravity of the crisis, the magnitude of which undoubtedly exceeds the relatively short depression envisaged in the Young Plans."

Between these words lies the unmistakable conviction, that something more than mere postponement is necessary to prevent disaster. "We appeal," they said, "to the Governments, on whom the responsibility for action rests to permit of no delay in coming to decisions which will bring an amelioration of this grave crisis which weighs so heavily on all alike." It seems unlikely that action will be taken before May; the British government has, however, reiterated its belief that the problem can only be properly solved by a cancellation of all Reparations and Government war-debts.

Allies in War and Peace.

What will finally emerge from all this welter of debt and depression it is impossible at this juncture to say. The great difficulty in the way of adjustment of cancellation lies in the divergence of interests among the interested governments. It is always the same; allies during a war are united in endeavour for their main and immediate interests are the same; after the war, their interests tend to depart more and more widely from each other, and this reacts on the possibility of an agreed settlement.

Great Britain's position is clear; cancellation is the remedy she favours; she has already adopted a policy under which this measure would be in her industrial and economic interest, and would produce no adverse effect on her budget. The Balfour Note may have been issued at an unfortunate juncture, and the manner of its appearance may have had untoward results; but it did mean, on Great Britain's part, cancellation of all she stood to gain by enforcing her legal claims on her former allies.

France's position is different; she holds grim at present to the inviolability of the Young Plan; the devastation she suffered calls for reparation payments over and above what she requires to pay Great Britain and America; cancellations or scaling down would mean for her a sacrifice, and a considerable item on the credit side of her budget (some 217m. at present) would disappear or be reduced.

American Public Opinion.

American public opinion, if it is truly reflected in Congress, is against reduction of the claims she has against Europe. Why should her taxpayers assume the whole burden of paying for the war? Let Europe find a way out of her own difficulties; she can, if she likes to try really hard; then she can continue to pay her just debts to the U.S.; she can afford to spend huge sums on armaments; why cannot she pay what she owes? A very natural attitude of a creditor to a debtor.

The initiative has been passed to France by this attitude on the part of America. If France could hope for a move from America in the direction of reduction, if she could even be certain that America would react sympathetically to any purely European readjustment, her path would be clearer. As it is, she is doubtful, and the proximity of a general election is adverse to decisive action on the part of her leaders. That she is unwilling to assume the initiative is clear from the postponement of the inter-governmental conference which had been hoped to convene at Lausanne in January, and which is urgently called for by the implications of the Basle Report.

America's attitude is understandable; she also has an election looming in the future. But it is scarcely logical to insist on her rights as a creditor, and at the same time to assume an attitude of aloofness from the affairs of her debtors. Her claims are doubtless just claims; Europe bought from her, received value, and could not pay at the time. America could only give this credit by calling upon her nationals to invest in government bonds, the service of which involves demands upon the taxpayer. But it can scarcely be maintained that this was in the first instance a heavy burden upon Americans; the war cancelled their foreign indebtedness, and raised their productive activity to a high pitch; their standard of living attained a level unequalled by that of any other country. Reduction or cancellation would not mean after all the assumption of an unequal share in the real burden of the war. And in the matter of armaments, it would be expecting too much to ask her European debtors to pay for relief by a feeling of political insecurity, however, unjustified that feeling may appear to America.

Failure of Reparations Scheme.

Immediately after the Young plan appeared, Sir Josiah Stamp, speaking in America, stated that a fall in world prices of 25 per cent. would smash the plan to smithereens. This prophecy has been justified, and only the Hoover moratorium has kept it from being fulfilled to the letter. The Young plan omitted one feature which the Dawes scheme had provided; under the latter, adjustments were to be made in Germany's liabilities in the event of considerable application of the value of gold. Germany's liabilities under the Young plan are fixed in gold, so that the fall in prices means an increase in the real burden of her debt by about one third.

It is, then, the world depression which has produced the failure of the Reparations scheme, rather than the Reparations and war debts which have produced the world depression. But although we cannot ascribe to the burden of international indebtedness the blame of our present world conditions, it remains true that even in normal times such debts are a hindrance to the smooth working of the international economic system; and when they are accompanied by a re-distribution for the worse of the world's lending power, by economic nationalism finding expression in higher and higher tariff walls, by consequent disequilibrium of trade, by lack of balance between the price-levels of primary products and of manufactures, then these debts accentuate the effect of existing factors in instability. And once a depression has started, they make it all the more difficult to emerge from it.

International debts which are not the normal accompaniment of production and interchange of goods and services are an incubus on the world's industry. All would be better off without them, even those countries which, on their budgets, appear to gain. A great nation accustomed for years to play its normal part in the expanding trade of the world, is given a burden which forces it to strain and wrench its industrial system in order to provide a large annual surplus product for which it receives no return. It is no longer a normal competitor in the world's markets; it is compelled by this burden to enter the ranks of industrial nations, not as a partner in the game and take of international trade, but as a disturber of the equilibrium of that trade. It is forced to place burdens on its own people who have to expand their productivity without reaping the normal harvest of a secure and improving standard of living. This it does in order to produce a large export surplus which cannot but be at the expense of the nations which are its creditors, whose markets, both domestic and foreign, it must invade. This reacts on the prosperity of these nations, and they in their turn find their standards of living threatened.

World Depression.

I do not say that this load of inter-governmental debt is a primary cause of the intense depression from which the world is suffering. Its removal, by itself, would not solve our troubles. But when once other factors have begun to sow the seeds of depression, this indebtedness is not only an obstacle in the way of recovery, but a direct cause of financial instability and a danger to the whole monetary system. This is especially true if the nations which are the chief creditors are also unsatisfactory lenders.

Complete cancellation is in existing conditions not likely to be achieved. Some continuance for a period of years of the existing moratorium is the least that is necessary. It is possible, however, that before the nations meet in conference, public opinion in all the countries concerned may enable the governments to pursue a policy of readjustment. This will involve sacrifices on the part of some, as the Hoover moratorium has already involved such sacrifices. But it cannot fail to be realised that readjustment is in the long run in the interests of all, creditors and debtors alike.

Britain's Tariffs.

On the invitation of the Chairman to members to put questions to the speaker, Mr. P. S. Cassidy, after congratulating Professor Robertson for the clear and concise manner in which he had presented so complicated a problem, asked if he could have Professor Robertson's view in regard to Great Britain having adopted protection. "It seems to me," said Mr. Cassidy, "had enough already to have these high tariff walls which in the case of America have prevented the reparations from being paid in goods, as it would normally have been the case. In the adoption of a protectionist policy in England likely to complicate still further this interchange of reparations payments."

(Continued on Page 10.)

Stepping into Spring

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Shoes at \$17.50.Black suede
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NEW ADVERTISEMENTS

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE.

MR. G. E. WILLIAMS has been appointed Secretary to this Company, as from date.
By Order of the Board of Directors,
R. HO TUNG,
Chairman.
Hong Kong, 5th Feb., 1932. [1800]

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING, 1932.
20th, 22nd, 23rd, 24th and 27th
FEBRUARY, 1932.

ON Saturday 20th, Monday 22nd, Tuesday 23rd, and Wednesday 24th February, the first race will be run at 11 a.m., and the first race will be run at 1.30 p.m. On Saturday 27th February, the first race will be run at 1 p.m., and the first race will be run at 1.30 p.m. The time interval will be taken after the fifth race on the first four days.

MEMBERS' BADGES AND ENCLOSEURE

Members are reminded that they and their ladies must wear their badges prominently displayed.
No one without a badge will be admitted to the Members' Enclosure.
Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10.00 per day including tax—or \$10.00 including tax for the Meeting (ladies \$5.00 and \$20.00 respectively), are obtainable through the Secretary upon introduction by a Member, and will be returned to the Member for all other uses.
Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.
A limited number of Tickets will be obtainable each day at the Club House, provided they are ordered in advance from the No. 1 Box, telephone No. 21820.
On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$4.00 p.p. day including tax for all persons, including ladies, and is payable at the Gate.
Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1.00 per day including tax.
Bookmakers, the Tax men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting. Tickets will be obtainable in the Restaurant in the Public Enclosure.

SERVANTS' PASSES

Passes for Servants will be issued on application to the Secretary, 2nd Floor, Gloucester Building.
Employers are requested to distribute them with discrimination and to endorse their names on the passes.
Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.
Any persons found loitering with Servants' passes in their possession will forfeit the same and will be removed from the enclosure.
By Order,
C. B. BROWN,
Secretary.
Hong Kong, 8th February, 1932. [1704]

THE HONG KONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the above named Company will be held at the Office of Messrs. JAMES MARRISON & Co., Limited, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, the 16th day of FEBRUARY, 1932, at 12.15 p.m., immediately after the Annual General Meeting of the Company, for the purpose of considering and if thought fit passing the following resolution as an Extraordinary Resolution:

That the Articles of Association of the Company be altered in manner following—

(c) by deleting the figures \$10,000.00 in the third line of Article 95(c) of the Company's Articles of Association and substituting therefor the figures \$15,000.00.

AND NOTICE IS HEREBY ALSO GIVEN that a further EXTRAORDINARY GENERAL MEETING of the Members of the Company will be held at the same time and place on WEDNESDAY, the 22nd day of MARCH, 1932, for the purpose of receiving a report of the proceedings at the above mentioned meeting and of confirming if thought fit the above mentioned resolution as a Special Resolution.

Dated the 28th day of Jan., 1932.
By Order of the Board,
L. S. GREENHILL,
Secretary.

COME OVER TO-DAY

and see the finest motor cars in this Colony.

English construction and body-work, high-power engines following the American practise, and every good point of both styles

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and

HUMBER

SHIPE

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In Nathan Road, Kowloon.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.47 p.m., stated:—
The anti-cyclone over N.E. China appears to be nearly stationary. The depression to the east of the Loochoos is moving N.E.
Local Forecast:—N. winds, strong; overcast at first, finer later.

Editorial and Business Offices: 11, Lee House Street. Tel. 20251.
Night Editor (Wanchai Office): Tel. 24811.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 10, 1932.

JAPAN'S FIGHT FOR MARKETS.

JAPAN'S proposed solution of the problem of China confirms the view maintained in this column, that the operations in Manchuria and in Shanghai are moves in the great struggle for the China market. Japan intends to draw her raw materials from Manchuria and to sell the finished products in China proper. Only by that process can she maintain her position as an industrial power. Possibly she intends to occupy Shanghai and other parts of China as a prelude to bargaining with other nations on the matters of colonies and tariffs. Japan is, in fact, pursuing what she considers her national interest, quite ruthlessly, and at the expense of the Chinese nation, whose Government and local authorities have unwisely given certain pretexts for aggressive action. The fact that China and Japan are not at war, that the terrible destruction at Shanghai is merely to defend Japanese nationals, and that the occupation of Manchuria was also enforced by sheer military necessity, deceive no one. Japan found certain menaces to her industrial interests in Manchuria and to her trade in China, and she is taking steps to avert the danger.

Japan's case is that these menaces arise from the disorder in the Republic. She contends that no foreign investments and interests are safe. In 1925 and 1926 China's wrath was directed against Britain, but since the Tientsin incident in 1927, Japan has been the victim. Britain was long-suffering, and turned the other cheek. Japan declares that she has also been long-suffering, but her patience is exhausted. She puts the whole

trouble down to the war-lords, and her remedy aims at crippling their power by placing the great cities which are the chief sources of revenue and supply beyond military grasp.

On paper the scheme has something to recommend it. The merchants would be free of exacting and capricious masters; trade would start and everyone would be happy. The war-lords would dwindle to petty brigands, to be finally wiped out by Government troops.

The first objection to the scheme is that to demilitarise a zone of fifteen to twenty miles around the cities mentioned means in practice that there would have to be an extraordinarily strong foreign garrison in each place. It is difficult to see a brigand chief, the "Red" army, or a war lord who has had a disagreement with the Central Government, and in consequence proclaims himself the true exponent of the Revolution, being stopped by a notice board announcing "Neutral zone: trespassers will be prosecuted." Which of the Powers, apart from Japan, and possibly Soviet Russia, would be willing to undertake such liability? But the great difficulty would be the resistance and implacable hostility of the Chinese people. If they regard extraterritoriality as a humiliation, are they likely to submit to the occupation of the chief treaty ports? We published yesterday a statement from Nanking to the effect that in holding out against Japan the Chinese Government would be prepared to sacrifice the country's foreign trade and the ports that live by that trade. Statements of that nature are common enough at times like these, but China has shown herself capable of passive resistance of extraordinary obstinacy. America has taken the lead in summarily rejecting the Japanese suggestion and no nation would be likely to incur the odium attaching to such a course. If the World were ruled by principles of absolute justice, honour and humanity, international action would end the Chinese chaos, but actually the problem is complicated beyond solution by jealousies, suspicions and conflicting interests. It is difficult to believe that the offer from Tokyo was more than a move in the diplomatic game, intended to enable Japan to justify further action by referring to the refusal of the Powers to face the issues arising from Chinese chaos. Admiral KATO's efforts to mediate have met with no success, a further indication that Japan intends to impose her own conditions upon China and the world. The issue is one upon which she is prepared to fight. Whether the Powers are ready to take up the challenge is impossible to forecast. The present indication is that they are not. Meanwhile China is the immediate sufferer from the economic nationalism which seeks to sell without buying in return. The inhabitants of Chapei and other ruined parts of Shanghai, and the dead soldiers and sailors of both countries are the direct victims of this smash in the economic and political machines of the world; but whatever the outcome of the conflict may be the nations will have to adjust themselves to the problems arising from Japan's need for land, raw materials and markets.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless as desired, but an evidence of good faith.—Ed.]

TO THE EDITOR OF THE "HONG KONG DAILY PRESS."

SIR,—May I, through the courtesy of your columns, express a word of appreciation to the Ladies' Committee of the Cheero Club Y.M.C.A. and to the Cathedral Authorities for their kindness, generosity and trouble they have been to in transforming the Cathedral Hall into a Y.M.C.A. for Service men.

We greatly missed the old Cheero Club in the City Hall and we are greatly indebted to the Ladies' Committee for all they have done for us in the past, and are continuing to do.

The many functions carried out at the above Club are really a godsend to all of us after passing a day in somewhat drab surroundings.

Wishing the Cheero Club every success in their new home.—Yours, etc.,
F.O.N.

★ News and Views ★

Tale of the Day.

A certain girl was beautiful, intelligent, and a brilliant conversationalist, but her dancing was terrible. At a formal ball she was introduced to a man who had heard of her charms and her shortcomings, and who was himself an excellent dancer.

Seeing that he was expected to ask the girl to dance, he sank into a chair next to her, saying:

"I make it a rule never to talk while I dance, and I do so want to talk to you."

Details of Process for "Making Gold."

An appeal for sympathy has been made by Dunikowsky, the Polish engineer, who claims to be able to manufacture gold, and who is now in prison on a charge of fraud.

Dunikowsky makes a pathetic plea to be set free and undertake once again to prove the genuineness of his discovery. The most interesting part of his statement, the details of which the author at last sees fit to reveal.

Dunikowsky states "from the theory that there is only one absolutely pure substance, and that is oxygen. All other matter, according to him, is the result of a transformation of oxygen, effected by terrestrial radiation, this being continuous and infinitesimally slow."

Speeding the Transformation.

Mineral salts, for instance, he states, represent a stage of this transformation halfway between the original oxygen and the metal that it is becoming.

Dunikowsky's method consists of speeding up this transformation and producing in a few seconds the result which normal action of the earth takes millions of years to accomplish. To achieve such an acceleration he employs a radiation immeasurably more powerful than that of the earth. This is obtained from a complex mixture of radioactive metals contained in an electric globe.

The "Z" Rays.

The rays thus produced, which have been named "Z Rays" by the inventor, are brought to bear on a certain kind of mineral salt which is already under the action of high frequency electric current.

Dunikowsky claims that by this process he can obtain a far greater proportion of pure gold from the given amount of goldbearing metal than is produced by the present method. In figures, 350 grammes per ton as against 36 grammes.

Dr. Mrs. and Miss Black were among the passengers who arrived on Sunday by s.s. Sarpedon.

Two cases of diphtheria and three of enteric fever were reported during the four days ended February 8.

The Society of Yorkshiremen have arranged a Cabaret Dinner Dance at the Roof Garden, Hong Kong Hotel, for Friday, February 19, commencing at 7.45 p.m. sharp.

Amongst the prominent passengers on the R.M.S. Empress of Britain, which is due to arrive here to-morrow, are the Earl and Countess of Stafford who are on a world tour.

At the monthly Council meeting of the Hong Kong Football Association held last evening, nothing of public interest was discussed, the business being of a purely routine nature.

Tang Pui-yin was admitted to the Government Civil Hospital on Monday suffering from burns to both legs. It was stated that the man's clothing caught fire when he spilt a small quantity of petrol on his leg and then tried to iron them dry.

When two Chinese were brought before Mr. Schofield at Central Magistracy yesterday on charges of offering a bribe of \$50 to Inspector Stimson, they were committed for trial by the Magistrate. The first defendant, who is the master of a fishing boat, was fined \$200 for possession of dynamite, detonators and fuses on board his vessel. Both men were represented by Mr. Hin-shing Lo.

Getting Them Mixed.

As well as the new hybrid of wheat and rye, a mixed vegetable to be called radish-cabbage-turnip has been promised by Soviet scientists as a sop to the unhappy muzhik. To have added cabbage leaves to either radishes or turnips is obviously useful, but the difficulty easily foreseen is to know whether the roots should be eaten, with salad or cooked and served with the boiled mutton.

But as boiled mutton—as an item of Russian diet—is probably conspicuous by its absence, one need not suppose it matters much anyway.

Marriage at Sea.

Apocryphal voluminous correspondence to a London journal on this subject, a Master Mariner writes that marriages at sea by the Captain are not valid, and that the superstition that the Captain has powers in this respect has no foundation in fact.

"With regard to births, marriages, and deaths," writes the Master Mariner, "a British Ship Master has no power to grant certificates in any of these cases, and it is in the certificates which validate them. In the case of a birth or death, the Master is obliged to make an entry with all particulars in the official Logbook, and have it attested by witnesses. On arrival at his next port he has to exhibit this entry to the proper official—in a British port, the Shipping Master, and in a foreign port, the British Consul. If everything is in order these officials certify the entry and grant the certificate."

"With regard to marriage, a British Ship Master has no authority. The Merchant Shipping Act does not recognise the possibility of the necessity for such a duty. Therefore any action taken by him would not come within the scope of the Act, and would therefore not be valid."

Electrocuted by Car Lighting Set.

A shock from the electric light installation in a motor-car caused the death of an 18 year old youth named Mansfield, of Mitcham, Surrey.

Mansfield was employed in a butcher's shop in Church-road, and was using a "flex" attached to a motor-car in the garage while he cleaned the car.

He was heard suddenly to call out, and two men rushed to the garage to find him unconscious on the ground. They knocked the "flex" from his hand and summoned a doctor, but Mansfield was dead.

★ Local Notes and Events ★

from the files.

Looking Back 25 Years.

The Government has decided to let the old Harbour Office in Des Voeux Road Central, and conditions relating to the letting can be seen in the Gazette.

The appointment as lay members of the Church Body of St. John's Cathedral of the Hon. Dr. J. M. Atkinson, Mr. W. Armstrong, Mr. A. Bryer (Hon. Secretary), Mr. Francis Clark (Hon. Treasurer), Mr. G. Hastings and Mr. G. Ormiston; and Mr. J. C. Peter as Auditor, is confirmed in the Government Gazette.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hong Kong, during the month of January, 1907, as certified by the managers of the respective banks, is as under:

Banks.	Amount.	Specie in Reserve.
Chartered Bank of India		
Australia and		
China	3,624,706	2,300,000
Hong Kong and Shanghai Banking Corporation	14,204,280	10,000,000
National Bank of China, Limited	125,565	60,000
Total	17,954,551	12,360,000

Hong Kong Daily Press, February 10, 1907.

Looking Back 50 Years.

H.M. paddle despatch vessel Vigilant, Lieut. Commander Lind-Vigilant, was on duty on the 10th of February, 1852.

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FUNERAL OF MR. H. G. KEW.

The funeral of the late Mr. Harold George Kew, who was found shot dead in the offices of Messrs. Rudolf Wolf and Kew on Sunday evening, took place at the Protestant cemetery yesterday.

There was a large gathering of relatives and friends present, including the deceased's father, Mr. C. H. W. Kew, who was the chief mourner. The Rev. N. L. Howard officiated.

The following floral tributes were sent:—Auntie Mi, Aggie and Ruby, Auntie Becker, Gussie, Charles Uncle Irvin, Uncle Fred, George and Jack, Auntie Lily, Sir Robert and Lady Ho Tung, Hon. Mr. E. D. C. Wolfe, Messrs. Cheng Jen Yen, S. V. Gittins, J. L. Hattori, A. Ford, F. A. Paterson, Zimmern Brothers, J. A. White, A. M. Bunn, N. A. E. Mackay, E. S. Cunningham, E. C. Johnson, A. Baker, H. C. Hung, A. Randsy, A. Zimmern, S. A. L. Rahman, V. V. Scandern, E. Lau, A. Cunningham, A. Greaves, J. P. May, J. M. McD. Howie, A. E. Ismail, M. Manuk, D. Gardiner, H. Ng, Choa Po Min, M. F. Baptista, J. E. and G. E. Kotewall, E. S. Howard, A. Tse, J. Pestonji, H. C. Leung, E. L. Baptista, A. and M. Mackay, L. Pin, G. P. Lammert, W. A. Shea, A. Kwong, L. D. Dixon, H. Y. Ho, H. Stradmoor, V. T. Loo, Mr. and Mrs. Abemur, Mr. and Mrs. P. Kew, Miss D. J. Mader, Mr. and Mrs. B. C. Randall, Mr. and Mrs. J. F. Robinson and Bonnie, Mr. and Mrs. Ramsay, Mr. and Mrs. H. Ching, Mr. and Mrs. U. Rumbach, Miss L. C. Heang, Miss Mooney, Mrs. F. Wong and family, Mr. and Mrs. O. D. Sullivan and family, Miss L. G. Abiong, Mr. and Mrs. A. Urquhart, Mr. and Mrs. J. H. Law, Mr. and Mrs. S. Jex, Mr. and Mrs. F. Callio, Mr. and Mrs. L. Landel and family, Abbas family, Mr. and Mrs. K. Wong, Mr. and Mrs. W. M. Gittins, Mrs. M. H. Abbas, W. M. Ruby and George Chew, Mr. George Lim, Mr. and Mrs. G. Payne, Inspector C. F. Alexander, Inspector, E. M. Andrus, Chief Inspector P. Grant, St. Andrew's Club, Flying Squad, H. K. P., Traffic Department, H. K. P., Messrs. Anderson, Meyer & Co., American Express Co., Messrs. Fred Kew & Co. and many others.

WOOSUNG FORTS BOMBARDED

MAGAZINE BELIEVED BLOWN UP

HEROIC DEFENCE AT LAST PENETRATED

SHELLS FALL IN SETTLEMENT AND FRENCH CONCESSION

CHAPAI BATTLE CONTINUES

CHINESE CAVALRY CHARGE JAPANESE POSITIONS

[THROUGH REUTER'S AGENCY.]

Shanghai, Feb. 9, 5.54 p.m.
A message from Woosung states that a large number of Japanese warships this afternoon carried out a most intensive bombardment on the Woosung Forts and the surrounding countryside, resulting in a huge explosion at 4 p.m. with a pall of smoke extending for miles.
It is believed that the Fort magazine has been blown up.

CAVALRY CHARGE JAPANESE LINES
(From Our Own Correspondent.)

SHANGHAI, Feb. 9, 9.21 p.m.
CHINESE CAVALRY, WITH FIERCE SWORSMEN MOUNTED ON SHAGGY NORTHERN PONIES, WENT INTO ACTION IN THE NORTH SECTION OF THE CHAPAI BATTLE FRONT IN THE KIANGWAN DISTRICT. THEY HACKED THEIR WAY THROUGH THE JAPANESE DEFENDING LINES AND ONLY HALTED WHEN THE 6th BATTALION OF JAPANESE MARINES, THE FIELD ARTILLERY AND NAVAL FIGHTING PLANES, WHICH WERE HASTILY SUMMONED, BARRED THEIR WAY.

JAPANESE OFFICERS AMAZED

FIGHTING WAS SEVERE AND THE CHINESE THRUST CAME MORE OR LESS AS A SURPRISE, WHILE THE EMPLOYMENT OF CAVALRY IN AN ATTACK ON MACHINE GUN EMPLACEMENTS AMAZED THE JAPANESE OFFICERS. OTHER SECTIONS OF THE CHAPAI FRONT ARE QUIET. THE LONG AWAITED ATTACK HAD NOT MATERIALIZED LATE THIS EVENING, THOUGH THE JAPANESE ARE STILL PREPARING FOR AN OFFENSIVE AND ARE CONCENTRATING MARINES AT VARIOUS POINTS.

ARTILLERY STATIONED AT THE HONGKEW RIFLE RANGE POSITIONS BOMBARDED THE CHINESE LINES THROUGHOUT ALMOST THE ENTIRE DAY, BUT BEYOND MACHINE GUN ENGAGEMENTS AND SNIPING, BOTH SIDES MADE NO ATTEMPT AT FIGHTING.

GENERAL TO ASSUME COMMAND OF JAP. FORCES

IT IS REPORTED THAT A JAPANESE GENERAL IS COMING TO ASSUME CHARGE OF THE ACTIVITIES AND THE ARRIVAL OF REGULAR TROOPS WILL SIGNALIZE A GENERAL OFFENSIVE ON ALL FRONTS.

BRITISH WOMEN AND CHILDREN ADVISED TO EVACUATE NANKING

NANKING, Feb. 9, 10.12 p.m.
THE BRITISH CONSULATE, THIS EVENING, ADVISED ALL BRITISH WOMEN AND CHILDREN HERE TO EVACUATE.

IT IS BELIEVED THERE ARE AT PRESENT ABOUT TWENTY REMAINING.

LONDON WOMAN INJURED

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Feb. 9, 2.34 p.m.
Eleven shells, mostly "duds," landed in the Settlement and the French Concession this morning, when Chinese anti-aircraft guns in Chapei fired on a Japanese plane when flying over the Settlement.

A London woman, the wife of Inspector H. O. Robertson of the Settlement Police, was slightly injured in the cheek and temple by splinters from one of the shells which exploded.

Several shells landed not far from the Public School for Girls, the largest girls' school in the Far East, which is situated outside the Settlement but on a municipal road.

JAPANESE REINFORCEMENTS

SHANGHAI, Feb. 9, 2.34 p.m.
It is reliably reported that from 600 to 700 Japanese troops have arrived in the Shanghai area and are now participating in the Battle of Chapei, while, less than twenty miles away, 400 Japanese marines and 2,000 Japanese troops are attacking the Woosung Forts, over which the Chinese flag still flies.

REFUGEES RUSH TO SETTLEMENT

The influx of destitute refugees into the Settlement from native areas has created a most serious problem. Latest official estimates revealing that there are over 300,000 unemployed.

JAPANESE TROOPSHIP AGROUND

A Japanese troopship, carrying reinforcements to Shanghai, has gone aground in the Yangtze Estuary.

ANGLO-AMERICAN AGREEMENT

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 9.
Mr. Stimson talked with Sir John Simon, at Geneva, over the Trans-Atlantic telephone, yesterday, after which it was reliably reported that they had agreed to defer any further Sino-Japanese peace proposals until new developments made it more likely that Japan would accept their formula.

CHINESE ARTILLERY ACTIVE

SHANGHAI, Feb. 9, 1.43 a.m.
Aiming at the destruction of the Japanese headquarters or the field gun emplacements near the Japanese headquarters; the Chinese artillery opened a heavy bombardment last night.

About fifty shells of heavy calibre landed in the vicinity of Hongkew, most of which exploded.

Both the Japanese headquarters and the guns escaped, but several houses close-by were demolished and the Dixwell Road police station was damaged.

The sergeant-in-charge of the station, interviewed by telephone after the bombardment, declared that he did not know the amount of the damage.

"All the windows which have not been smashed are fastened and I am not going out to investigate till the morning."

After this he rang off and presumably returned to the cellar.

MR. YEN DEMANDS LEAGUE ACTION

CONSULAR REPORT ON SHANGHAI

[THROUGH REUTER'S AGENCY.]

GENEVA, Feb. 8.
The first Report of the Consular Commission investigating the Shanghai fighting has been submitted to the League Secretariat. It ascribes the origin of the trouble to the Japanese military activities in Manchuria, resulting in a boycott of Japanese goods in Shanghai and other parts of China, the boycott, in turn, inflaming Japanese opinion and leading to a spirit of bitter enmity.

The Report recapitulates the events leading to the hostilities, including the Japanese Admiral's demands, and the Chinese refusal to comply with the terms regarding the withdrawal of troops because it was impossible to withdraw in the short time available. The concluding part of the Report gives a detailed description of the landing of the Japanese marines and of the subsequent fighting.

On publication of this Report, Mr. W. W. Yen has requested an immediate meeting of the League Council to discuss it "in view of the very terrible happenings in Shanghai in the past ten days."

"Japanese bombing and gunfire, have killed and wounded thousands of innocent men, women and children."

"Japanese incendiarism has destroyed thousands of houses."

"The Japanese army and navy are enacting all the horrors and cruelties of war and every minute of delay and inaction by the League means an increased loss of life and property."

"The League's responsibility is very great."

JAPAN'S SCHEME FOR CHINA

REJECTED BY AMERICA

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 8.
The feelers put out by the Tokyo Foreign Office regarding a scheme for demilitarization of the Chinese coast and river ports, as a solution of the Shanghai problem and the China problem generally, have not met with a favourable reception here.

It is, indeed, understood that the United States Government have indicated that they will unhesitatingly reject any plan for the demilitarization of the principal ports of China.

CANTON PLANES FOR SHANGHAI

[From Our Own Correspondent.]

CANTON, Feb. 8.
The Canton Air Force has decided to despatch a squadron of bombing planes to Shanghai to reinforce the Chinese forces there. The squadron, consisting of about a dozen bombers, will leave Canton as soon as the weather permits. Owing to insurmountable difficulties in transportation, no troops will be sent to Shanghai from Canton, at least not for the time being. The Canton troops, according to Mr. Shiao Kai Cheng, a high official of the Canton Government, are needed here for the preservation of peace and order in Kwangtung.

(Continued on Page 19.)

MR. INOUE SHOT DEAD

ASSAILANT IMMEDIATELY ARRESTED

[THROUGH REUTER'S AGENCY.]

Tokyo, Feb. 9.
The former Finance Minister, Mr. Inouye, was assassinated at 10 p.m., when an assailant shot him dead.

LATER.
Mr. Inouye was en route to attend a political meeting this evening when an assailant fired three shots, one of which passed through his chest and other two lodged in his body.
The assailant was instantly arrested.

SUBMARINE

M.2

SALVAGE WORK CONTINUES

SEAPLANE RECOVERED

[BRITISH WIRELESS SERVICE.]

Rugby, Feb. 9.
The seaplane which was wedged in its hangar on the sunken submarine, M.2, was raised last night and towed to Portland Harbour. The work was difficult because of strong currents.

Fifty-one divers are in H.M.S. Tedworth, the fleet diving ship, which is now anchored near the submarine.

SINGAPORE NAVAL BASE

WORK STILL PROGRESSING

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 8.
In the House of Commons Mr. Baldwin announced that work on the Singapore base was being continued in accordance with the recommendations of the Imperial Conference of 1930, and that estimates for 1932 are being framed accordingly.

U.S.A. AGREES WITH BRITAIN

AMERICAN IDEAS REVEALED

[THROUGH REUTER'S AGENCY.]

GENEVA, Feb. 9.
Closely akin to Britain's proposals, Mr. Hugh Gibson enumerated to the Disarmament Conference the United States schemes under nine points, of which the most important advocate the total abolition of submarines, lethal gases and bacteriological warfare; protection of civilians against aerial bombing; special restrictions for tanks and heavy mobile guns and the limitation of expenditure on war material.

He also suggested the prolonging of the existing Washington and London Naval Agreements from which he advocates proportional reductions in naval tonnage from the figures laid down by the agreements.

Germany's Demand.

Dr. Brüning followed. He declared that Germany, deprived of her armaments, demanded general disarmament had had an unquestionable moral and legal claim in this respect.

According to these proposals, the Chancellor of the Exchequer is definitely aiming at a reduction of sixpence in the Income Tax, and the imposition of a new tax on foreign tea.

MISSING R.A.F. PLANES

THREE FORCED DOWN IN SYRIAN DESERT

[REUTER'S SPECIAL SERVICE.]

CAIRO, Feb. 8.
Phenomenal snow is holding up the land snow for the three R.A.F. planes which were forced down when over the Syrian Desert last Saturday.

A wireless message from one of the planes reports its position as being 30 miles east of Amman, but a search has not revealed the whereabouts of the missing planes, eleven of which were en route from Baghdad to Cairo to participate in an R.A.F. display.

POLITICS IN BRITAIN

LABOUR VOTE OF CENSURE FAILS

CABINET'S TARIFF DIFFERENCES

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 8.
The House of Commons to-night rejected by 438 votes to 39, a Labour vote of censure on the Government for dropping the principle of Cabinet responsibility (a reference to the tariff disagreement in Cabinet), for failing to deal with the poverty of the people and for initiating "a reign of terror in India."

Mr. Stanley Baldwin, who is leading the Government in the absence of Mr. Ramsay MacDonald, justified the departure from Cabinet responsibility on the grounds that it would have been a grave matter for the world at large if within a few months of the inauguration of a National Government, any of its members had seceded.

GOVERNMENT'S FISCAL POLICY

TO BE TESTED AT BYE-ELECTIONS

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 8.
How far the Government retains the allegiance of the constituencies, following the disclosure of its fiscal policy, should be revealed by the bye-elections which are taking place to-day at South Croydon and New Forest.

Both contests will be straight fights between Conservatives and Labour.

Liberal Attitude.

The Liberal attitude on the fiscal question was crystallized at a meeting of the Samuel Group, numbering about twenty and including the Lloyd George family, which decided to co-operate in firm opposition to the tariff proposals.

On the other hand, Sir John Simon and his supporters continue to uphold the Government.

ELECTION FEVER IN IRELAND

NOMINATIONS TO BE MADE TO-DAY

[REUTER'S SPECIAL SERVICE.]

LONDON, Feb. 8.
The election fever which is now sweeping the Irish Free State is unprecedented since the signing of the Treaty.

The nomination of candidates which takes place to-morrow were handed in to-day throughout twenty-six counties.

At the last election, five years ago there were 254 candidates for 133 seats. To-day it is expected that there will be 270 candidates.

The Government Party at the Dissolution numbered sixty-five and De Valera's Republican Party 56.

It is expected that there will be only one woman candidate, Mrs. O'Driscoll, who is a sister of the late Mr. Michael Collins.

BRITISH BUDGET FORECAST

SIXPENCE OFF INCOME TAX

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 9.
Political correspondents claim inspiration for Budget forecasts, especially in regard to the Income Tax and tea taxation.

According to these prophets, the Chancellor of the Exchequer is definitely aiming at a reduction of sixpence in the Income Tax, and the imposition of a new tax on foreign tea.

THE LATEST NEWS FROM SHANGHAI PAPERS

SOME INTERESTING ITEMS.

THE FOLLOWING INTERESTING AND AMUSING ITEMS REGARDING THE SITUATION IN SHANGHAI ARE TAKEN FROM THE "NORTH CHINA DAILY NEWS" WHICH ARRIVED IN HONG KONG YESTERDAY.

THE PREDATORY RACE.

CATHAY HOTEL IS HELD TO RANSOM

SHANGHAI SCOTTISH RESCUE BUS.

Shanghai, Feb. 8.—As if there were not troubles enough already in Shanghai, it was announced in the local Press yesterday—and there is an exonerating whisper that it was official, or semi-official, or at least inspired—that the Shanghai Scottish had been withdrawn from "Wingy Sector." That they were very much there—or were late yesterday at the time of this writing—is proved by the story of the holding to ransom of the Cathay Hotel's motor bus.

This luxurious, costly, and almost irreplaceable vehicle was stranded on Boundary Road, in the very centre of Windy Sector's front, at the beginning of hostilities, or whatever the present argument is known as. Her handsome nose protruding from an alleyway aroused in the Scots the predatory instincts of a certain daily replenishment of a certain part of their sustenance; and they have several stations to which such must be sent. Yesterday, the temptation became too great, as the Skipper No. 2, and the Junior stole through one of the gates, crept with all the cunning of a Grigor stalking a Campbell along the wreckage-strewn area, and safely boarded the bus.

Sniper Assists.

As both the buses and the trams are equally crowded in normal time, No. 2 naturally knows as much about buses as he does about trams and proved it by insisting on driving the loot away and promptly backing into a wall, whereupon the bus stopped. No. 2 pulled every lever, pressed every button, and twirled every wheel, but the bus remained stiffly at "abun. Then a friendly sniper came to the assistance of the trio and sent a bullet whistling past their ears. No. 2 had only seven left, so he sounded that the bus bounded forward, and was driven past the Company's blockhouse to the accompaniment of resounding cheers.

The Police heard of the capture, and, wanting a good bus, came long to Elgin Road so they said, that the Scottish could be saved the trouble of "reversing the vehicle to its owners." They had not a hope! Headquarters refused to have any part in any argument save such as would enable them to shift units from billet to billet more often than already has been done, and so left the Scottish to their own devices. Negotiations were opened with the Cathay Hotel, who replied that they wanted their bus very urgently. The Scottish said they could have it if they sent "so many" cases of "so-and-so." The matter ended for the time being, but negotiations are to be resumed.

"Blockhouse Winnie."
There is also the tale of "Blockhouse Winnie." She is mostly white, but there are tan embellishments about her, a tail which does not balance her body, and she has as if her papa and mamma did not love her. She ate mostly cheese, marmalade, and ate, Orlay Cumming's blankets, and she sleeps in the arms of Pte. "Freddie," his bunk being the farthest removed from the "Company Nightingale."

Winnie came to the Scottish without introduction and has approved them without reservation. She goes through all inspections and guard mountings, and saves the sentry on the main gate the trouble of challenging members of the Light Horse when they make their frequent passages on leave. Altogether, Winnie is a bonnie wee lass, and probably has found good adoptive parents.

Headquarters have not been often to Windy Sector, perhaps because it is a very long way out; perhaps because the Special Police and "A" Company usually get there early and so make the dispensation of hospitality to later comers more difficult than the will to dispense it is great. Perhaps, even, they have heard of the danger if No. 2's Platoon's daily vitamins are still further reduced. But they have been coming more frequently since two tin hats one day wandered into the mess-room and a half-hour later were found still gazing in rapt admiration at the school's blackboards—or what was on them. Ptes. Graham and "Freddie" (the same one who has been placed in charge of the kennels) are artists of amazing versatility, wonderful technique, and enormous energy. Between them they could run an exhibition without any outside help, except to hold back the crowds.

Incidentally A War.

Such are the main excitements of Windy Sector. Otherwise, life is somewhat humdrum, with practically nothing to do except keep awake—all except the "Nightingale"—every day and all of it lug sandbags about, explore barbed wire for the soft pieces, listen respectfully to "Super-Sergeant" explain how it is absolutely impossible to fire a rifle if the safety catch is worked with the thumb finger (which is impossible), and heap anathema on the heads of those who keep talking of change, and those who send through orders cancelling all leave with the deliberate intention of keeping the Scottish without baths. Of course there are bombings and sniping daily and hourly, but this is war—or whatever you call it.

The wives and taipans who yesterday sent in urgently and angrily demands for explanations as to why their home and office possessions had not reported at search and desk are assured that the Scottish were still at Windy Sector, and that they have worked out a Five Year Plan, at the end of which period they hope to provide the Shanghai Hounds with Winnies innumerable. Any Shanghai Scot who has not got a blanket at Windy Corner Sector has missed the opportunity of seeing the results of the work of the best Quartermaster-Sergeant in Shanghai, and he has not had a hand in a job of real work thoroughly well done, never mind if the Light Horse do polish their buttons more often.

FOUR BOY SCOUTS MISSING.

LEAGUE OF RED CROSS SOCIETIES TO MAKE INQUIRIES.

In reply to an appeal made by the Chinese Red Cross Hospital here, the League of Red Cross Societies in Geneva is to take immediate steps to investigate the whereabouts of four Chinese boy scouts, reported missing since Sunday, January 21, in North Szechuan Road.

The youths were among a group of boy scouts of the Chinese General Chamber of Commerce, who offered their services to the Chinese Red Cross Hospital as assistants at the outbreak of the Chapei fighting. Requested by a Chinese refugee to remove his relatives in North Szechuan Road, the Hospital despatched the four boy scouts to the place. The party, Bao Ching Woo, Mao Ching Hsiang, Ying Wen Dah, and Loo Tung Hsiang, advanced in the direction of the North Szechuan Road in a motor car, bearing the Settlement licence, No. 17906. Nothing has been heard about them since then.

Its searches having proved futile, the Hospital requested Mr. E. S. Cunningham, U.S. Consul-General, and Mr. Murali, Japanese Consul-General, for help, besides sending an urgent appeal to the League of Red Cross Societies in Geneva.

A telegram was received from Geneva, informing the Red Cross Hospital that the Societies will take immediate steps to locate the whereabouts of the missing youths.

REFUGEES RAID RICE SHOPS.

STARVING PEOPLE LOOT STORES.

Fear that looting would break out among the refugees as a result of the continuance of the general strike by local merchants became a reality when a large number of the poorer class broke into several rice shops and removed the contents.

The rice shops were closed in accordance with a decision of the General Chamber of Commerce and the Shanghai Rice Guild to suspend business as a protest against the Japanese activities in Shanghai, and little or no rice has been sold. Even in ordinary times, when the poorer people are forced to live from hand to mouth, this would probably have caused a panic, and in the present circumstances, it was not surprising that there was some looting as these people have little money and are nearly starving.

The first instance was reported from the northern end of Ferry Road, when a crowd of refugees visited a rice shop and asked the shopkeeper to sell them some grain. This, they said, was impossible, whereupon a second demand was made with the same result. This caused a wave of anger to spread and there was a general rush. The door was smashed, the shutters were removed and the crowd, having got inside, proceeded to loot the place, after which they left.

Similar cases were reported from other parts of the Settlement.

RUGBY.

CLUB "A" SUBMARINES.

The following will represent the Club "A" in their match against the Submariners at Happy Valley this afternoon:—

W. H. B. Rigg; G. P. Lammert, R. H. Griffiths, A. F. Jenkins, C. J. D. Law; M. W. Turner, J. A. R. Selby; G. C. Moubrie, J. H. McElroy, F. M. Hartley, R. J. Chor-rill, G. C. Humphreys, D. Mc Lellan, L. B. Smith, L. G. Robert-son.

Kick-off at 3.10 p.m.

FRIENDLY CRICKET.

TEDDY FINCHER SCORES A CENTURY.

On the Kowloon Cricket Club ground on Monday, a team, captained by Mr. T. C. Lyle, beat Mr. F. Goodwin's XI. by five wickets.

A feature of the game was a fine innings by E. C. Fincher, who scored 103 runs before retiring. Of this total, 90 came from boundary hits. His innings was a very enterprising one and he delighted the spectators with some beautiful shots.

Mr. Goodwin's XI. took first knock when they compiled 145 with F. E. Lawrence (41) as top-scorer, while the "skipper" himself made 33 and N. A. E. Mackay 32.

Thanks to Fincher's knock, Mr. Lyle's side totalled 192 for 8 when stumps were drawn, the scores being:—

Mr. Goodwin's XI. 145
Mr. Lyle's XI. (total for 8 wickets) 192

FANLING HUNT
STEEPLECHASES
RACES
SUNDAY.

Special Train leaves Kowloon 1.05 p.m.
First class train fare \$1.00 includes admission to course.

JUNIOR CRICKET
NOTES.RECREIO TO MEET INDIANS
THIS WEEK.

[By L.B.W.]

There was only one league game decided over, the weekend but this was a very important fixture and by reason of their narrow win over the Civil Service Cricket Club second eleven, Club de Recreio now top the league table with 20 points for nine matches played. They have already dropped seven valuable points and if they are going to stay at the top, they simply cannot afford to lose or draw any more matches.

Their match with the C.S.C.C. was a very close one and had it not been for the good work put in by young Prata, they might have been in a bad way. As it was, they only just managed to win on time. They are down to meet the Indians this week and I would not like to say one or the other as to who will win. The Portuguese lads are playing at home but they will have to improve on the form they showed against the Civil Service if they want to beat the Indians.

Some of the Players.

A. Prata has been their mainstay both in batting and bowling though Dr. Guterres is really their mainstay in the attack. He is also quite a useful run-getter and a safe field. In addition to these two, there is Dicky Alves and L. J. Guterres but I fear that apart from them there is no one in the side who can be described as a reliable bat with the possible exception of their skipper, F. H. Carvalho. F. J. Remedios is an uncertain proposition. If he gets going, he gets the runs very quickly, otherwise—

The Indians are rather disappointing this season and the two biggest failures in their side are A. R. Sufiad and F. M. el Arculli. Sufiad was by far and away their best last season and there was seldom a time when he did not run into the thirties or forties. He was a very useful fast bowler too, but although he has been getting wickets this season, he has not come off with the bat yet. As for Arculli, notice that he is not getting any wickets at all this season whereas he used to take four or five wickets every week last year. Against this, however, the older Sufiad has developed into a really good fast bowler and with the inclusion of A. R. Abbas and K. Nazarin in the side this time, they have quite a number of bowlers. M. P. Mudar is batting very well at present and he, together with Barma make a very good opening pair.

I feel sure it will be a very good match and am inclined to think that the side which goes in first will have the better of the game. The other matches down for this week-end are University-Civil Service and Police-Craigengower. I fancy the chances of the University and Craigengower though anything might happen in these half-day matches.

The League Table.

The positions of the teams, up-to-date, are as follows:—

	P.	W.	D.	L.	Pts.
Club de Recreio	9	6	2	1	20
Kowloon C.C.	7	5	2	0	17
Indian R.C.	6	4	1	1	12
S.W. Borderers	7	3	1	3	10
Craigengower	7	3	0	4	9
Police R.C.	7	2	2	3	8
H.K.C.C.	6	2	1	3	7
University	6	1	2	3	5
R.A.S.C.	5	1	1	3	4
Civil Service	8	0	4	4	4

for the cost of my artificial teeth, \$2 for the breaking of a thermos flask, and the cost of a bowl and a dish that I broke."

"Then it is not true that your mother-in-law kept all the money you drew?" "She kept the balance after I had deducted the \$10 to repay the loan."

"I put it to you that your mother made you join the money loan association to teach you economy?" "No."

Question of Amahs.

Mr. Brooks: "Isn't it true you have had an amah in the house ever since you were married?"

"No."

"How many have you had?"

"Innumerable."

"Roughly, how many? Twenty?"

"Seven or eight since I was married. They were employed at irregular and long intervals."

"When was the first one employed?"

"When I joined the defendant's family there was an amah there but she disappeared the next day. I had to take my own amah."

Mrs. Farid was then cross-examined upon other points of her evidence by Mr. Brooks, after which the case was adjourned.

INDIAN COUPLE
AT LAW.WIFE'S ALLEGATIONS
OF CRUELTY.

MAINTENANCE CASE.

The case in which the wife of Mahomed Farid, a clerk in the employ of the Union Insurance Society of Canton, is summoning her husband for persistent cruelty and neglect to provide her with reasonable maintenance was continued before Mr. W. Schofield at the Central Magistracy yesterday afternoon.

Mr. G. K. Hall-Brutton appeared for the wife, while Mr. E. S. C. Brooks defended.

Mrs. Farid was cross-examined by Mr. Brooks on the evidence given by her at the previous hearing. She said that when her husband received his pay he kept \$10 for himself and handed the remainder to his mother.

Mr. Brooks: "Were you given \$5 by your mother-in-law?" "No, I was given only \$4. Out of that I had to take up half a \$5 share in a money loan association."

"Were you given \$4 by your husband, in addition to the other \$4?" "No, he gave me nothing at all."

The Wedding Dowry.

Mr. Brooks then produced an attache case containing female and children's clothing, and extracted an orange silk long-coat.

Holding up the coat, Mr. Brooks said: "Did not your husband give you this?" "No, it was made from material which formed part of my wedding dowry. The making-up costs were deducted by my mother-in-law out of my share of the money from the money loan association. The cost of making it was \$3.50."

Producing a similar dress, this time of a purple colour, Mr. Brooks repeated his former question. "The same applies to that one," said Mrs. Farid. "I don't know how much the cost of that was."

Mr. Brooks then held up in Court a quantity of thick red flannel, and said: "Did not your husband buy this?" "No, it was bought by my mother-in-law. She deducted \$1 for it from my share of the money loan association money."

"Can you buy all this for one dollar?" "My mother-in-law said it cost \$1 for three yards."

Legal Whispers.

"Why haven't you made it up into underwear?"

Mr. Hall-Brutton, (in an undertone): "Do you expect her to be a seamstress as well as a household drudge?"

Mrs. Farid: "I am busy with my children's underwear, and I make and mend my husband's underwear and pyjamas."

Producing some incomplete articles of clothing, Mr. Brooks said: "Were these given to you already cut?" "Yes." "Then why haven't you made them up?" "I have had no time to sew them. Although the child is grown up they are not wasted."

Mr. Brooks: "You admit your mother-in-law purchased these things for your children, anyway?" "She did not buy them. They are all presents from my relatives for my child."

Mr. Brooks then held up in Court a soiled and torn pillowcase. "Is this yours?" "Yes."

"You used it some time and never troubled to sew it up?" "I made a new one. This one was not in use when I left my husband. It had been discarded."

Trunks of Clothes.

Mr. Brooks: "Are there two trunks in your room full of clothes?" "Yes, but they were part of my dowry."

"Will you let us have keys to the trunks so that we can check the clothes in them?" "No, I took the keys away with me to my parents' house."

"Then is it your case that all the clothes you wore since your marriage were all part of your dowry?" "Yes."

"Haven't any of your clothes ever worn out? And when they were worn out what did you do with them?" "Two pairs of black trousers were out, and they were converted into strips of material for clothes for the children."

"Is it a fact that of the \$30 or \$40 you drew from the money loan association you gave \$10 to your sister-in-law, Mrs. Bux?" "It was not a gift. I drew \$50, and out of that I paid her \$10 to repay a loan."

Mother-in-Law and Money.

Mr. Brooks: "Then your mother-in-law did not keep all the money, as you have alleged in your evidence?" "She deducted—\$20."

(Continued on previous column.)

FANLING RACING.

ENTRIES FOR SUNDAY'S
MEETING.

The following are the entries, and in some cases, the weights for the China New Year Meeting to be held by the Fanling Hunt and Race Club, at Kwantia, on Sunday:—

The Belmont Park Handicap:—
A Hurdle Race of 1 1/2 Miles for China Ponies. Winners of two or more hurdle races this season barred. Winner, \$150; 2nd \$100; 3rd \$75. Entrance Fee \$2.

Ponies.	Weights.
Donnabella	150
Fanling Stag	145
Loch Ryan	150
Montana	170
Movannagher	145
Patch	145
Target	170
The Partridge	160
The Quail	150

The Meadowbrook Cup (Un-official):—

A Steeplechase of 1 1/2 Miles for China Ponies that at time of starting have been hunted at least 3 times and approved by the Master as "Hunters." Winners this season of a hurdle race or steeplechase barred. Catchweights at 168 lbs. Winner a Cup, 2nd prize \$75, 3rd prize \$50. Entry \$2.

The entries:—Big China, Country Club, Dunce, Donnabella, Fanling Stag, Fernleaf, Hefty, Inshalah, Montana, Mountain Rat, Purity, Tarnborg and The Quail.

The Laton's Handicap:—
A Steeplechase of 1 1/2 Miles for China Ponies. Winner a cup worth \$50 added; 2nd, \$100; 3rd, \$75. Entrance Fee, \$2.

Ponies.	Weights.
As You Like It	145
Duke of Milan	150
Heliotrope Leaf	155
Kirribilli	170
Montana	145
Movannagher	145
Patch	145
Target	170
The Partridge	160
The Wind	145

The Baltimore Stakes:—

A Hurdle Race of 1 1/2 Miles for China Ponies. Subscription Griffiths of this Club. Weight for inches as per scale winners barred. Winner \$150; 2nd, \$100; 3rd, \$75. Entry \$2.

The entries:—Anson, Black Maria, Outcast, Ed, Flywheel, Herga and Mouche.

The Saratoga Handicap:—
A Flat Race of 1 Mile for China Ponies classified by the Hongkong Jockey Club as "D1" and "D2." To be ridden by jockeys who have not won 10 races anywhere at any time. Winner \$200; 2nd, \$125; 3rd, \$75. Entry \$5.

Ponies.	Weights.
As You Like It	140
Bay of Bellingham II	153
Bright Eyes	145
Brown Eyes	150
Choctaw II	143
Country Club	145
Elornotta	145
Kirribilli	140
Movannagher	140
Silver Key	135
Sunning	160
Twilight	140

The Jamaica Plate:—

A Flat Race of 1 Mile for Subscription Ponies of the Macao Jockey Club. Weight 155 lbs. Winners to carry 5 lbs. penalty for each race won in Macao. Ponies unplaced in Macao allowed 5 lbs. Ponies that first arrived in Hongkong after 18th October, 1931, allowed 7 lbs. Allowances accumulative. Winner, \$200; 2nd, \$125; 3rd, \$75. Entry \$5.

The entries:—Arminius, Genghis Khan, Gold Standard, Hain Sui Woo, Lightship, New King, Pasha, Pure Music, Blue Plane, Silver Arrow, The Slow Bird and Wiggles Waggle.

The Agua Caliente Handicap:—
A Flat Race of 1 1/2 Miles for China Ponies classified by the Hongkong Jockey Club as "C1" and "C2." Winner, \$200; 2nd, \$125; 3rd, \$75. Entry \$5.

Ponies.	Weights.
Britannic Hall	155
Cloudy Eve	153
Cream Cracker	150
Duke of Milan	145
Fanling Stag	140
Heliotrope Leaf	150
Mount Elburn	165
The Quail	145
The Wind	155

REPARATIONS AND
WAR DEBTS.

(Continued from Page 7.)

Professor Robertson: I do not think I can do justice to the very quick question which Rotarian Cassidy has put. At first sight the adoption of a general tariff, even if it is only in the neighbourhood of ten per cent, seems to mean that Great Britain herself is joining the ranks of those nations which have been the proponents of the new economic nationalism. As I have said in my earlier remarks, that economic nationalism, when joined with other circumstances, is one of the factors at least of depression. The erection of a tariff at the present time in Great Britain is undoubtedly taken in order to protect England's own trade balance and so far as the effect of that measure upon the reparations and War Debt question is concerned, it cannot at least make matters worse than they are at the present and it may give Great Britain's leaders and representatives—I am speaking quite offhand at the moment—a certain measure of bargaining power at an international conference, which they did not formerly possess. (Applause.)

Col. Skinner Says Good-bye.

In calling upon Col. Skinner to thank the speaker on behalf of Rotarians, the Chairman said that Col. Skinner would be leaving Hong Kong very shortly. He had been a most consistent attendant at the meetings and they had been delighted to see him. They wished him a very pleasant and happy journey home and a very prosperous and enjoyable time when he arrived in England.

Col. Skinner: I am leaving tomorrow, which is rather sudden. I wish therefore to take the opportunity of saying good-bye to all here and to thank you very much for all the friendliness you have shown me wherever I have been in Hong Kong. I landed in Hong Kong four years ago in an atmosphere which has been very different to anything I have been accustomed to in all my service. I have been to the North West frontier in India where my chief occupation was the managing of wild tribes. There are no wild tribes here, but I got mixed up with a type of Englishmen which I had never met before in the way of business men and civil servants. In India we are all so very official as officers and civilians but here I have come across the cordiality and hospitality of those who are engaged in the spread of the Empire's good. I shall certainly leave Hong Kong with very great regret. (Applause.)

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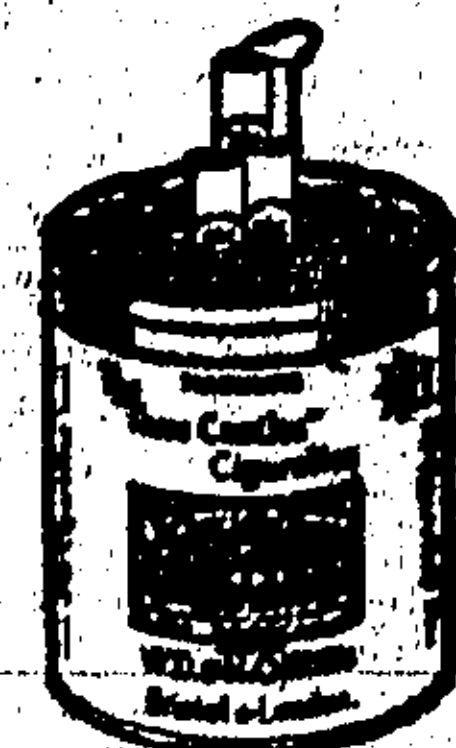
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Mamie Soutter.
Tree Blasting.
Wonders on Wheels.
Noble Stars Scintillates
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Judges Procession.

"Much Ado" in Shakes-
peare's Town.

Boxers Knock-out Jock-
eys

A Donkey Derby ends a
Perfect Day.

Rigorous Rugger at
Twickenham.

General Election.

T. Atkin—Showman.

Spare Parts.

Crowned Amid Con-
troversy.

Brittan's New Destroyers.

A He-Man's Hike.

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ADVERTISED SAILINGS FROM H'KONG

ADEM.

Gange, Dodwell, Feb. 10.
Kashmir, M. M. & Co., Feb. 13.
Athos II, M. M., Feb. 16.
Col. di Luna, Dodwell, Feb. 17.
Conte Rosso, Dodwell, March 13.
Monealiere, Dodwell, March 15.

ALEXANDRIA.

Pres. Garfield, Dollar, Feb. 21.
Pres. Polk, Dollar, Mar. 6.
Pres. Adams, Dollar, March 20.

ALGIERS.

Formosa, Gilman, Feb. 27.

AMOY.

Tjilboet, J.C.J.L., Feb. 10.
Tainan, B. & S., Feb. 11.
Haining, Douglas, Feb. 12.
Tilawa, M.M. & Co., Feb. 12.
Anhui, B. & S., Feb. 14.
Haiyang, Douglas, Feb. 15.
Tianyuan, B. & S., Feb. 17.
Kumsang, J. M. & Co., Feb. 18.
Santhia, M. M. & Co., Feb. 20.

AMSTERDAM.

Chile, Manners, Feb. 19.
Trave, Melchers, Feb. 27.
Trier, Melchers, March 5.

ANTWERP.

Kashmir, M.M. & Co., Feb. 13.
Chile, Manners, Feb. 19.
Hakusan Maru, N.Y.K., Feb. 20.

AUSTRALIAN PORTS.

Aeneas, B. & S., Feb. 16.
Changite, B. & S., Feb. 20.
Tanda M. M. & Co., March 4.

BALI.

Tjinegara, J.C.J.L., Feb. 16.
Tjinegara J.C.J.L., Feb. 23.
Tjibaduk J.C.J.L., March 1.

BALTI PORTS.

Chile, Manners, Feb. 19.

BALTIMORE.

Menestheus, B. & S., March 11.
Tweedbank, Bank, Line, March 14.

BANGKOK.

Kalgan, B. & S., Feb. 10.
Kiangsu, B. & S., Feb. 14.

BARCELONA.

Trier, Melchers, March 5.

BATAVIA.

Aeneas, B. & S., Feb. 16.
Tjinegara, J.C.J.L., Feb. 23.

BELOWAN-DOLL.

Cromer, J.C.J.L., Feb. 24.

BOMBAY.

Gange, Dodwell, Feb. 10.
Kashmir, M.M. & Co., Feb. 13.
Col. di Luna, Dodwell, Feb. 17.
Pres. Garfield, Dollar, Feb. 21.
Naldora, M.M. & Co., Feb. 27.
Tottori Maru, N.Y.K., Feb. 29.
Pres. Polk, Dollar, Mar. 6.
Conte Rosso, Dodwell, March 13.
Monealiere, Dodwell, March 15.
Pres. Adams, Dollar, March 20.

BOSTON.

Malayan Prince, Furness, Feb. 12.
Tai Ping Yang, Dodwell, Feb. 15.
Pres. Garfield, Dollar, Feb. 21.
Pres. Polk, Dollar, Mar. 6.
Gingale Prince, Furness, March 10.
Menestheus, B. & S., March 11.
Tweedbank, Bank, Line, March 14.
Pres. Adams, Dollar, March 20.

BREMEN.

Trave, Melchers, Feb. 27.
Trier, Melchers, March 5.

BRINDISI.

Gange, Dodwell, Feb. 10.
Col. di Luna, Dodwell, Feb. 17.
Monealiere, Dodwell, March 13.
Conte Rosso, Dodwell, March 15.

BRISBANE.

Tanda M. M. & Co., March 4.

CALCUTTA.

Talamba, M. M. & Co., Feb. 10.
Akita Maru, N.Y.K., Feb. 15.
Sirdhana, M. M. & Co., Feb. 20.
Hosang, J. M. & Co., Feb. 22.
Tilawa M. M. & Co., March 6.
Cingalese Prince, Furness, March 10.

CASABLANCA.

Kashmir, M. M. & Co., Feb. 13.
Menelaus, B. & S., March 1.

CHEFOO.

Chipsang, J. M. & Co., Feb. 14.
Kueichow, B. & S., Feb. 16.
Cheongshing, J. M. & Co., Feb. 23.

COLOMBO.

Gange, Dodwell, Feb. 10.
Aeneas, B. & S., Feb. 16.
Athos II, M. M., Feb. 16.
Col. di Luna, Dodwell, Feb. 17.
Hakusan Maru, N.Y.K., Feb. 20.
Pres. Garfield, Dollar, Feb. 21.
Tottori Maru, N.Y.K., Feb. 29.
Pres. Polk, Dollar, Mar. 6.
Conte Rosso, Dodwell, March 13.
Monealiere, Dodwell, March 15.
Pres. Adams, Dollar, March 20.

COPENHAGEN.

Chile, Manners, Feb. 19.

DAIREN.

Chenan, B. & S., Feb. 12.
Taan, B. & S., Feb. 15.

DJIBOUTI.

Athos II, M. M., Feb. 16.

EUROPE.

Kashmir, M. M. & Co., Feb. 13.
Pres. Garfield, Dollar, Feb. 21.
Pres. Polk, Dollar, March 6.
Pres. Adams, Dollar, March 20.

EGYPT.

Kashmir, M. M. & Co., Feb. 13.

FOOCHOW.

Haining, Douglas, Feb. 12.
Haiyang, Douglas, Feb. 15.

GENOA.

Delagoa Maru, N.Y.K., Feb. 17.
Ermland, Jenson, Feb. 17.
Delius, B. & S., Feb. 20.
Pres. Garfield, Dollar, Feb. 21.
Formosa, Gilman, Feb. 27.
Duisburg, Jenson, March 4.
Trier, Melchers, March 5.
Pres. Polk, Dollar, Mar. 6.
Pres. Adams, Dollar, March 20.
Vogland, Jenson, March 20.

GLASGOW.

Aeneas, B. & S., Feb. 16.
Delius, B. & S., Feb. 20.
Eurylochus, B. & S., March 1.
Agamemnon, B. & S., March 5.

HAIIPHONG.

Kingyuan, B. & S., Feb. 12.

HAMBURG.

Ermland, Jenson, Feb. 17.
Chile, Manners, Feb. 19.
City of Worcester, Bank Line, Feb. 19.

HANKOW.

Trave, Melchers, Feb. 27.
Menelaus, B. & S., March 1.
Duisburg, Jenson, March 4.
Trier, Melchers, March 5.
Kasama, Bank, Line, March 15.
Vogland, Jenson, March 20.
Aller, Melchers, March 22.

HAYRE.

City of Worcester, Bank Line, Feb. 19.

HONGKONG.

Delius, B. & S., Feb. 20.
Eurylochus, B. & S., March 1.
Agamemnon, B. & S., March 5.
Kasama, Bank, Line, March 15.

HONOLULU.

Bokuyo Maru, N.Y.K., Feb. 14.
Asama Maru, N.Y.K., Feb. 24.
Pres. Lincoln, Dollar, Mar. 1.
Emp. of Japan, C.P.R., Mar. 15.
Pres. Colidge, Dollar, March 15.

HOIHOW.

Kingyuan, B. & S., Feb. 12.
Anhui, B. & S., Feb. 14.

HULL.

Kashmir, M. M. & Co., Feb. 13.

ITALY.

Gange, Dodwell, Feb. 10.
Col. di Luna, Dodwell, Feb. 14.

JAPAN PORTS.

Carthage, M. M. & Co., Feb. 11.
Eurylochus, B. & S., Feb. 11.
Trier, Melchers, Feb. 11.
Tilawa, M. M. & Co., Feb. 12.
Protetia, B. & S., Feb. 13.
Bokuyo Maru, N.Y.K., Feb. 14.
Glenue, J. M. & Co., Feb. 15.
Tai Ping Yang, Dodwell, Feb. 16.
Pres. Grant, Dollar, Feb. 16.
Pres. Lincoln, Dollar, Mar. 1.
Pres. Colidge, Dollar, March 15.

KASHIMIR.

Kashima Maru, N.Y.K., Feb. 20.
Shantung, Gilman, Feb. 20.

KILKIN.

Burdwan, M. M. & Co., Feb. 21.
Vogland, Jenson, Feb. 21.

KINGSTON.

Asama Maru, N.Y.K., Feb. 24.
Aller, Melchers, Feb. 24.

KUMAMOTO.

Rajputana, M. M. & Co., Feb. 20.
Santhia, M. M. & Co., Feb. 20.

KUSAN.

Hikawa Maru, N.Y.K., March 1.
Conte Rosso, Dodwell, March 4.
Emp. of Russia, C.P.R., March 4.

KUSAN.

Ixon, B. & S., March 10.
Pembroke, J. M. & Co., March 11.

KUSAN.

Emp. of Japan, C.P.R., March 15.
Gleniffer, J. M. & Co., March 25.

KUSAN.

Col. di Luna, Dodwell, Feb. 17.
Monealiere, Dodwell, March 13.

KUSAN.

Delagoa Maru, N.Y.K., Feb. 17.
Delius, B. & S., Feb. 20.

KUSAN.

Eurylochus, B. & S., March 1.
Agamemnon, B. & S., March 5.

KUSAN.

Kashmir, M. M. & Co., Feb. 13.
Aeneas, B. & S., Feb. 16.

KUSAN.

City of Worcester, Bank Line, Feb. 19.

KUSAN.

Hakusan Maru, N.Y.K., Feb. 20.
Naldora, M. M. & Co., Feb. 27.

MARSEILLES.

Kashmir, M.M. & Co., Feb. 13.
Aeneas, B. & S., Feb. 16.
Athos II, M. M., Feb. 16.
Delagoa Maru, N.Y.K., Feb. 17.
Ermland, Jenson, Feb. 17.
Hakusan Maru, N.Y.K., Feb. 20.
Pres. Garfield, Dollar, Feb. 21.
Naldora, M.M. & Co., Feb. 27.
Trave, Melchers, Feb. 27.
Menelaus, B. & S., March 1.
Pres. Polk, Dollar, Mar. 6.
Pres. Adams, Dollar, March 20.
Vogland, Jenson, March 20.
Aller, Melchers, March 22.

MAURITIUS.

Kashmir, M. M. & Co., Feb. 13.

MEXICO.

Bokuyo Maru, N.Y.K., Feb. 14.

MELBOURNE.

Changite, B. & S., Feb. 20.
Kilano Maru, N.Y.K., Feb. 27.
Tanda M. M. & Co., March 4.

NAPLES.

Malayan Prince, Furness, Feb. 12.
Pres. Garfield, Dollar, Feb. 21.
Pres. Polk, Dollar, Mar. 6.
Cingalese Prince, Furness, March 10.

NEW GUINEA.

Bremerhaven Melchers & Co., Feb. 21.

NEW YORK.

Malayan Prince, Furness, Feb. 12.
Tai Ping Yang, Dodwell, Feb. 15.
Pres. Grant, Dollar, Feb. 16.
Pres. Garfield, Dollar, Feb. 21.
Pres. Lincoln, Dollar, Mar. 1.
Pres. Polk, Dollar, Mar. 6.
Cingalese Prince, Furness, March 10.

NEW ZEALAND.

Menestheus, B. & S., March 11.
Tweedbank, Bank, Line, March 14.
Pres. Colidge, Dollar, March 15.
Pres. Adams, Dollar, March 20.

NORTH CHINA PORTS.

Trier, Melchers, Feb. 11.
Vogland, Jenson, Feb. 21.
Aller, Melchers, Feb. 24.

ORAN.

Carthage, M. M. & Co., Feb. 12.
Tilawa, M. M. & Co., Feb. 12.
Protetia, B. & S., Feb. 13.
Burdwan, M. M. & Co., Feb. 21.
Rajputana, M. M. & Co., Feb. 20.
Formosa, Gilman, Feb. 27.

PAKHAI.

Kingyuan, B. & S., Feb. 12.

PANAMA CANAL.

Bokuyo Maru, N.Y.K., Feb. 14.
Tai Ping Yang, Dodwell, Feb. 15.
Pres. Grant, Dollar, Feb. 16.
Pres. Lincoln, Dollar, Mar. 1.
Pres. Colidge, Dollar, March 15.

PENANG.

Talamba, M. M. & Co., Feb. 10.
Akita Maru, N.Y.K., Feb. 15.
Aeneas, B. & S., Feb. 16.
Athos II, M. M., Feb. 16.
Hakusan Maru, N.Y.K., Feb. 20.
Sirdhana, M. M. & Co., Feb. 20.
Hosang, J. M. & Co., Feb. 22.
Cromer, J.C.J.L., Feb. 24.
Tottori Maru, N.Y.K., Feb. 29.
Tilawa M. M. & Co., March 6.

PHILADELPHIA.

Tweedbank, Bank, Line, March 14.

PHILIPPINE ISLAND PORTS.

Changite, B. & S., Feb. 20.
Menestheus, B. & S., March 11.

PORT SAID.

Gange, Dodwell, Feb. 10.
Aeneas, B. & S., Feb. 16.
Athos II, M. M., Feb. 16.
Col. di Luna, Dodwell, Feb. 17.
Delagoa Maru, N.Y.K., Feb. 17.
Chile, Manners, Feb. 19.

PORT SAID.

Delius, B. & S., Feb. 20.
Sirdhana, M. M. & Co., Feb. 23.
Formosa, Gilman, Feb. 27.

PORT SAID.

Eurylochus, B. & S., March 1.
Agamemnon, B. & S., March 5.
Conte Rosso, Dodwell, March 13.
Monealiere, Dodwell, March 15.

PORT SAID.

Emp. of Japan, C.P.R., March 15.
Gleniffer, J. M. & Co., March 25.

PORT SAID.

Col. di Luna, Dodwell, Feb. 17.
Monealiere, Dodwell, March 13.

PORT SAID.

Delagoa Maru, N.Y.K., Feb. 17.
Delius, B. & S., Feb. 20.

PORT SAID.

Eurylochus, B. & S., March 1.
Agamemnon, B. & S., March 5.

PORT SAID.

Kashmir, M. M. & Co., Feb. 13.
Aeneas, B. & S., Feb. 16.

PORT SAID.

City of Worcester, Bank Line, Feb. 19.

PORT SAID.

Hakusan Maru, N.Y.K., Feb. 20.
Naldora, M. M. & Co., Feb. 27.

PORT SAID.

Delagoa Maru, N.Y.K., Feb. 17.
Delius, B. & S., Feb. 20.

PORT SAID.

Eurylochus, B. & S., March 1.
Agamemnon, B. & S., March 5.



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Pres. Grant, Feb. 18, 4 p.m.
Pres. Lincoln, Mar. 1, 4 p.m.
Pres. Colidge, Mar. 15, 4 p.m.

Fortnightly sailings on Saturdays
Pres. Cleveland, Feb. 20, 4 p.m.
Pres. Taft, Mar. 5, 4 p.m.
Pres. Jefferson, Mar. 19, 4 p.m.

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Pres. Garfield, Feb. 21, 8 a.m.
Pres. Polk, Mar. 6, 8 a.m.

To Manila

Pres. Cleveland, Feb. 13, 8 p.m.
Pres. Garfield, Feb. 21, 8 a.m.
Pres. Taft, Feb. 27, 8 p.m.
Pres. Polk, Mar. 6, 8 a.m.

DOLLAR STEAMSHIP LINES

AMERICAN MAIL LINE

SEATTLE.

Protetia, B. & S., Feb. 13.
Pres. Cleveland, Dollar, Feb. 20.
Hikawa Maru, N.Y.K., March 1.
Pres. Taft, Dollar, March 5.
Emp. of Russia, C.P.R., March 8.
Ixion, B. & S., March 10.
Pres. Jefferson, Dollar, March 10.
Hiye Maru, N.Y.K., March 20.

SHANGHAI.

Tjilboet, J.C.J.L., Feb. 10.
Carthage, M. M. & Co., Feb. 11.
Eurylochus, B. & S., Feb. 11.
Kiungchow, B. & S., Feb. 11.
Tainan, B. & S., Feb. 11.
Tilawa, M.M. & Co., Feb. 12.
Sandviken, J. M. & Co., Feb. 14.
Szechuen, B. & S., Feb. 14.
Glenue, J. M. & Co., Feb. 15.
Tai Ping Yang, Dodwell, Feb. 16.
Soochow, B. & S., Feb. 16.
Andre Lobon, M. M., Feb. 17.
Lina Maru, N.Y.K., Feb. 17.

SWATOW.

Kiungchow, B. & S., Feb. 11.
Haining, Douglas, Feb. 12.
Anhui, B. & S., Feb. 14.
Chipsang, J. M. & Co., Feb. 14.
Kiangsu, B. & S., Feb. 14.
Sandviken, J. M. & Co., Feb. 14.
Szechuen, B. & S., Feb. 14.
Haiyang, Douglas, Feb. 15.
Soochow, B. & S., Feb. 15.
Yatshing, J. M. & Co., Feb. 17.
Kwangtung, B. & S., Feb. 17.
Daviken, J. M. & Co., Feb. 17.
Shantung, B. & S., Feb. 21.
Suiyang, B. & S., Feb. 23.
Cheongshing, J. M. & Co., Feb. 23.

SYDNEY.

Changite, B. & S., Feb. 20.
Kilano Maru, N.Y.K., Feb. 27.
Tanda M. M. & Co., March 4.

TIENTSIN.

Chipsang, J. M. & Co., Feb. 14.
Kiungchow, B. & S., Feb. 14.
Cheongshing, J. M. & Co., Feb. 23.

TIENTSIN.

Kwasang, J. M. & Co., Feb. 10.
Kiangsu, B. & S., Feb. 14.
Sandviken, J. M. & Co., Feb. 14.
Szechuen, B. & S., Feb. 14.
Yatshing, J. M. & Co., Feb. 17.
Daviken, J. M. & Co., Feb. 17.
Shantung, B. & S., Feb. 21.
Suiyang, B. & S., Feb. 23.

UNIT

CHINA NAVIGATION COMPANY, LIMITED.

BANGKOK	"KALGAN"	On 10th Feb., 5 p.m.
SWATOW & SHANGHAI	"KIUNGSHOW"	On 11th Feb., 10 a.m.
AMOI & SHANGHAI	"TSINAN"	On 11th Feb., 5 p.m.
DALNY	"CHENAN"	On 12th Feb., 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 14th Feb., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZCHUEN"	On 14th Feb., 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 14th Feb., 5 p.m.
AMOI, SWATOW, HOIHOW & S'PORE	"ANEUI"	On 14th Feb., 5 p.m.
SANTAO & DALNY	"TEAN"	On 15th Feb., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 16th Feb., 10 a.m.
WHAITAEI, CHIFOO & TIENTSIN	"KUEICHO"	On 16th Feb., 5 p.m.
AMOI & SHANGHAI	"TAIYAN"	On 17th Feb., 5 p.m.
SWATOW & SHANGHAI	"KWANGTUNG"	On 19th Feb., 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 21st Feb., 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUINGANG"	On 23rd Feb., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 25th Feb., 5 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE TAIPI (SUNDAY)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESSES' CARRIAGE.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 276 RETURN

LONDON (via Australia) from 2196-15-0.

(Australasian Newsprint Co. Ltd.)

STEAMER	From	Leave Hong Kong	Leave Manila	Leave Sydney
CHANGTIE	In Port	20th Feb.	23rd Feb.	10th Mar.
TAIPI	8th Mar.	18th Mar.	21st Mar.	8th Apr.
CHANGTIE	12th Apr.	19th Apr.	22nd Apr.	8th May
TAIPI	20th May	28th May	31st May	8th June

"HONG KONG AUSTRALIA" TOUR—S.S. "CHANGTIE"—20th Feb.
Opening of the Sydney Harbour Bridge and Festivities.
Detailed Itinerary on application. Fare 220/10 Return.
Also to Sydney only, and return. Eight weeks including hotels,
sight-seeing trips, etc. 293/0/0.

AUSTRALIAN ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "CHILE"

on or about 19th FEBRUARY 1932

For PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Chile"	19th Feb.	19th Feb.
M.S. "Danmark"	28th Feb.	28th Mar.
M.S. "Java"	28th Feb.	28th Apr.
M.S. "Malaya"	28th Mar.	28th Apr.
M.S. "Afrika"	28th Apr.	28th May

Optional Bills of Lading issued to United Kingdom Ports

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM." M.S. "BINTANG"

m.s. "Muinam" to Bangkok via Swatow

Leaving here 12th FEB, 1932. Due at Bangkok 18th FEB, 1932.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Telephone 24071. Agents. MESSAGERIE MARITIME BUILDING.

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND

NEW YORK

CALLING AT NAPLES

"MALAYAN PRINCE" ... Feb. 12th

"CINGALESE PRINCE" ... Mar. 10th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain.)

King's Building.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailing subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING ... Friday, the 12th Feb., at 3 p.m.

HAIYANG ... Tuesday, the 15th Feb., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Baze Pier)

Round Trip Tickets will be issued from Hong Kong to Fochow

(Fogda Anchorage) and Return by the same Steamer at the Reduced

Rate of \$35.00 including Meals while the Steamer is in Port

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Managers

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	FEBRUARY 9, 1932.										FEBRUARY 9, 1932.									
	Barometer at Sea Level	Thermometer	Wind	Clouds	Humidity	Barometer at Sea Level	Thermometer	Wind	Clouds	Humidity	Barometer at Sea Level	Thermometer	Wind	Clouds	Humidity	Barometer at Sea Level	Thermometer	Wind	Clouds	Humidity
Wladivostok	30.51	77.5	10	N	8	30.52	77.5	1	NNW	1	30.52	77.5	1	NNW	1	30.52	77.5	1	NNW	1
Nemuro	30.18	76.5	5	NNW	1	30.18	76.5	5	NNW	1	30.18	76.5	5	NNW	1	30.18	76.5	5	NNW	1
Hakodate	30.18	76.5	5	NNW	1	30.18	76.5	5	NNW	1	30.18	76.5	5	NNW	1	30.18	76.5	5	NNW	1
Tokio	30.24	76.0	5	N	0	30.15	76.0	5	NNW	1	30.15	76.0	5	NNW	1	30.15	76.0	5	NNW	1
Kobe	30.22	76.5	5	N	0	30.12	76.5	5	NNW	1	30.12	76.5	5	NNW	1	30.12	76.5	5	NNW	1
Nagasaki	30.20	76.0	5	ENE	1	30.00	76.0	5	ENE	1	30.00	76.0	5	ENE	1	30.00	76.0	5	ENE	1
Kagoshima	30.04	76.5	5	S	1	29.90	76.5	5	S	1	29.90	76.5	5	S	1	29.90	76.5	5	S	1
Oshima	30.04	76.5	5	SSE	2	29.90	76.5	5	SSE	2	29.90	76.5	5	SSE	2	29.90	76.5	5	SSE	2
Naha	30.02	76.5	5	S	1	29.90	76.5	5	S	1	29.90	76.5	5	S	1	29.90	76.5	5	S	1
Ishigakijima	30.12	76.5	5	N	1	30.12	76.5	5	N	1	30.12	76.5	5	N	1	30.12	76.5	5	N	1
Bonin Island	30.35	77.0	36	N	4	30.35	77.0	36	N	4	30.35	77.0	36	N	4	30.35	77.0	36	N	4
Chitose	30.19	76.9	48	NNE	2	30.29	76.9	36	NNW	2	30.29	76.9	36	NNW	2	30.29	76.9	36	NNW	2
Shanghai	30.25	76.8	48	N	4	30.25	76.8	48	N	4	30.25	76.8	48	N	4	30.25	76.8	48	N	4
Guzelair	30.02	76.5	56	N	2	30.02	76.5	56	N	2	30.02	76.5	56	N	2	30.02	76.5	56	N	2
Wenchow	30.02	76.5	56	N	2	30.02	76.5	56	N	2	30.02	76.5	56	N	2	30.02	76.5	56	N	2
Foochow	30.04	76.5	56	NE	4	30.04	76.5	56	NE	4	30.04	76.5	56	NE	4	30.04	76.5	56	NE	4
Amoy	30.05	76.5	56	NW	4	30.05	76.5	56	NW	4	30.05	76.5	56	NW	4	30.05	76.5	56	NW	4
Swatow	30.05	76.5	56	NW	4	30.05	76.5	56	NW	4	30.05	76.5	56	NW	4	30.05	76.5	56	NW	4
Taihou	30.02	76.5	56	NW	4	30.02	76.5	56	NW	4	30.02	76.5	56	NW	4	30.02	76.5	56	NW	4
Taihu	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4
Tainan	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4
Koshun	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4	29.98	76.1	79	NW	4
Pescadore	29.92	76.2	67	NE	4	29.92	76.2	67	NE	4	29.92	76.2	67	NE	4	29.92	76.2	67	NE	4
Hong Kong	29.91	76.7	62	N	2	29.91	76.7	62	N	2	29.91	76.7	62	N	2	29.91	76.7	62	N	2
Gap Rock	29.91	76.7	62	N	2	29.91	76.7	62	N	2	29.91	76.7	62	N	2	29.91	76.7	62	N	2
Macao	29.88	76.3	56	NNW	2	29.88	76.3	56	NNW	2	29.88	76.3	56	NNW	2	29.88	76.3	56	NNW	2
Hohow	29.91	76.7	79	S	2	29.91	76.7	79	S	2	29.91	76.7	79	S	2	29.91	76.7	79	S	2
Pratas Island	29.93	76.2	59	NNE	3	29.93	76.2	59	NNE	3	29.93	76.2	59	NNE	3	29.93	76.2	59	NNE	3
Phulien	29.90	76.7	77	SSE	2	29.90	76.7	77	SSE	2	29.90	76.7	77	SSE	2	29.90	76.7	77	SSE	2
Tourane	29.90	76.7	77	SSE	2	29.90	76.7	77	SSE	2	29.90	76.7	77	SSE	2	29.90	76.7	77	SSE	2
Cape St. James	29.91	76.7	79	SE	4	29.91	76.7	79	SE	4	29.91	76.7	79	SE	4	29.91	76.7	79	SE	4
Buaco	29.90	76.4	83	NE	4	29.90	76.4	83	NE	4	29.90	76.4	83	NE	4	29.90	76.4	83	NE	4
Apurri	29.90	76.4	83	NE	4	29.90	76.4	83	NE	4	29.90	76.4	83	NE	4	29.90	76.4	83	NE	4
Tuguegarao	29.89	75.9	86	NW	4	29.89	75.9	86	NW	4	29.89	75.9	86	NW	4	29.89	75.9	86	NW	4
Vigan	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Manila	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Legaspi	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Calbayog	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Tacloban	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Davao	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Cebu	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Surigao	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Guan	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Yap	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Pelaw	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4
Labuan	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4	29.87	75.8	88	NW	4

February 9d. 10h. 55m.—The anticyclone is central to the north of Wladivostok, moving East. Another is forming over China.

A depression has formed to the East of the Loochoos.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.74 inch. Total since January 1, 1.71 inches, against an average of 1.99 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON FEBRUARY 10.

Forecast	Forecast
A.—Shanghai to Turnabout ... N. winds, strong; overcast, rain.	B.—Turnabout to Hong Kong ... N.E. winds, strong; overcast, rain.
C.—Hong Kong to Gap Rock ... N. winds, strong; overcast at first, finer later.	D

"ONE SEEING IS WORTH A HUNDRED TELLINGS"

SIZE SPEED SPACE MEANS LUXURY. TRAVELLING "EMPRESS"

Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	San Francisco
Emp. of Canada ... Feb. 20	Feb. 23	Feb. 25	Feb. 27	Mar. 1	Mar. 3	Mar. 6
Emp. of Russia ... Mar. 7	Mar. 10	Mar. 12	Mar. 14	Mar. 16	Mar. 18	Mar. 21
Emp. of Japan ... Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 29
Emp. of Asia ... Mar. 26	Mar. 29	Mar. 31	Apr. 3	Apr. 5	Apr. 7	Apr. 10
Emp. of Canada ... Apr. 8	Apr. 11	Apr. 13	Apr. 15	Apr. 17	Apr. 19	Apr. 22
Emp. of Russia ... Apr. 22	Apr. 25	Apr. 27	Apr. 29	May 1	May 3	May 6
Emp. of Japan ... May 6	May 9	May 11	May 13	May 15	May 17	May 20
Emp. of Asia ... May 20	May 23	May 25	May 27	May 29	May 31	June 3
Emp. of Canada ... June 3	June 6	June 8	June 10	June 12	June 14	June 17

Empress of Japan

Sails FRIDAY, FEBRUARY 19

for MANILA

ASK FOR OUR NEW LOW FARES

TO PACIFIC COAST CANADIAN PACIFIC

Telephone: Passenger Dept. 20752. Freight 20042.



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £70 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

ASAMA MARU ... Tuesday, 24th Feb.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIKAWA MARU ... Tuesday, 1st Mar.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

HAKUSAN MARU ... Saturday, 20th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU ... Saturday, 27th Feb.

MANILA.

ASAMA MARU ... Thursday, 18th Feb.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Monday, 29th Feb.

KAGA MARU ... Friday, 11th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Sunday, 14th Feb.

NEW YORK, BOSTON via PANAMA.

LIVERPOOL via Port Said, Suez, Constantinople, Genoa & Marseilles.

DELAGUA MARU ... Wednesday, 17th Feb.

CALCUTTA via Singapore, Penang & Bangkok.

AKITA MARU ... Monday, 15th Feb.

RANGON MARU ... Monday, 29th Feb.

SHANGHAI, KOBÉ & YOKOHAMA.

LIMA MARU ... Wednesday, 17th Feb.

ATSUTA MARU (Nagasaki direct) ... Friday, 19th Feb.

KASEIMA MARU ... Saturday, 20th Feb.

For further information, apply to NIPPON YUSEN KAISHA, Telephone 30291. (Private exchanges to all Depots.)



FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.

To Yokohama via Shanghai and Kobe.

ATHOS II ... 18th Feb.

DARTAGNAN ... 1st Mar.

ANDRE LEBON ... 15th Mar.

FELIX ROUSSEL ... 28th Mar.

G. METZINGER ... 12th Apr.

G. METZINGER ... 28th Apr.

PORTHOUS ... 10th May

CHENONCEAUX ... 24th May

We can issue Through Tickets to Europe, Asia, Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Haiphong, Oran, Le Havre, s.s. "Dr. P. BENOIT" on or about 8th February.

For Full Particulars, apply to CIE des MESSAGERIES MARITIMES, 3, Queen's Building, Telephone 16651.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 21,402 TONS; THROUGH CARGO 12,301 TONS.

The returns, shown at the Harbour Office, of vessels on-lying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

Cargo for Through Ports.

British

Emp. of Russia, 533 834

Protestant, 3,363

Alipore, Osaka 40 1,300

Kiungchow, Haiphong 1,240 1,400

Kiungchow, Bangkok 1,693

Newchwang, Saigon 2,000

Seistan, Saigon 2,317

German

D. Rickmann, Hamburg 1,400 4,300

Norwegian

Cederic, Chinwangtao 3,297 1,821

Hellas

Bangkok 2,065

Japanese

Iyo Maru, Nagoya 125 2,514

Naguro Maru, Sase 4,530

Atagusan Maru, Osaka 5,629

Chinese

Dorcy, Hanko Bay 1,790

W.S. Kung, Saigon 1,900

Total 21,402 12,301

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Protestant (Br.) Seattle 101

Kiungchow (Br.) Haiphong 28

Kiungchow (Br.) Bangkok 6

Seistan (Br.) Saigon 32

Hellas (Nor.) Bangkok 23

Dorcy (Chi.) Hanko Bay 11

W.S. Kung (Chi.) Saigon 1

Total 204

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:-

British

German

Norwegian

Japanese

Chinese

Total 15 7

WARSHIPS IN PORT.

The following warships were in port yesterday:-

Basin-Tamar.

North Wall-Marazion.

South Wall-Tarantula.

East Wall-Whitehall, Herald.

North Arm-Cornflower, Odin.

West Wall-Cumberland.

Dock-Primer, Pandora, Proteus.

Buoy No. 1-Hermes.

Buoy No. 2-Medway and Submarines.

Buoy No. 7-Kepel.

No. 12-Wild Swan, Verity.

Buoy No. 13-Wishart.

Foreign-U.S. transport Gold Star and destroyer Stowart; Portuguese cruiser Adamastor.

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:-

Wharves.

Kowloon-Pres. Grant, Duisberg, Fernmoor.

Holt's-Sarpedon.

Secony-Laichikok. Greystake Castle.

Douglas Lapraik-Haiching.

Saikong-Wing Lee.

Docks.

Kowloon-Linchow, Yuan Jeng, Hong Peng, Boruyo Maru, Kut-sang.

Taikoo-Cheking, Chongta, An-king, Solviken, Asama Maru, Emp. of Canada, Nanchang, Kingyuan, Kueichow.

Buoy.

No. A1-Talamba.

No. A2-Tjiliboet.

No. A4-Iyo Maru.

No. A5-Chung Hwa.

No. A8-Lee Fung Hing.

No. A9-Shantung.

No. 10-Protestant.

No. A11-Tjikembang.

No. A12-Alipore.

No. A13-Hayuro Maru.

No. A15-Tjipanak.

No. B1-Kwaisang.

No. B3-Kalgan.

No. B8-Clara Jobben.

No. B9-Chong Lee.

No. A10-Seistan.

No. B12-Kiungchow.

No. B13-Chung Foo.

No. B14-Kwoiyang.

No. B15-Kiangsu.

No. B16-Michael Jobben.

No. B17-Hiram.

No. B18-W.S. Kung.

No. B19-Muiram.

No. B20-Soochow.

No. B21-Newchwang.

No. B22-Hinsang.

No. B23-Mikesan Maru.

No. B24-Hosei Maru.

No. B25-Cape St. Francis.

No. C1-Gustav Dioderichsen.

No. C2-Hellas.

No. C3-Halvard.

No. C4-Albert Sarraut.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the R.M.S. Empress of Russia:-

Mr. Wm. Conklin, Miss M. Aungmy and infant, Mr. F. Bonbowe-Rowe, Mrs. S. D. Bogg, Mr. H. J. Basso, Mrs. H. Craik and infant, Mr. H. J. Dobbs, Mr. and Mrs. A. H. Delcourt, Mr. K. S. Daug, Mr. O. Eklund, Miss M. Gubby, Mrs. W. N. Gray, Mrs. S. L. Gutierrez, Mr. H. Hutcheon, Mr. B. Guy, Sir W. Hornell, Mr. E. B. Hornell, Mrs. L. Jaffe and Master A. Jaffe, Miss V. Crijning, Mr. and Mrs. B. Jare-Kula, Mr. and Mrs. E. J. Gerli, Mr. C. Kadoorie, Mr. B. Luc-back, Mr. and Mrs. L. D. McNeill, Mr. G. Mark, Miss A. Moosa, Mrs. J. D. McLeod, Mrs. H. Nissim, Miss M. Gubby, Mr. and Mrs. E. Nissim, Misses F. and K. Nissim, Master Nissim, Mr. and Mrs. V. Prietwood, Mr. and Mrs. R. Roxburgh, Mrs. C. Rogers and 3 children, Mrs. and Master Rian, Mrs. A. Reynolds, Mr. D. E. Sassoon, Mr. W. R. Tipper, Miss E. A. Vance, Burgess infant, Mr. B. R. Vazille, Mrs. White and 4 children, Mrs. Da Silva, Mr. A. L. Bruseth, Mr. J. P. Anderson, Mrs. S. Assumpcao, Mr. B. L. Anderson, Mr. C. Brown, Mr. F. E. Bates, Miss E. M. Botelho, Mr. and Mrs. D. Coffin, Masters G. and H. Coffin, Mrs. A. Dodd, Masters R. and J. Dodd, Miss V. Dodd, Master O. D'Aquino, Miss A. Da Silva, Miss N. Cuttler, Mr. O. A. Hall, Mrs. Hall, Mr. A. L. Ham, Dr. and Mrs. H. C. James, Master M. James, Mr. R. M. Milne, Mrs. C. J. Mc-Bain, Mrs. M. McManus, Miss K. Perira, Mr. H. N. Qade, Miss K. Remedios, Miss P. V. Thomas, Masters E. and R. Waller, Miss Waller, Masters Waller (3), Mr. P. L. Williams, Mrs. Williams, Mr. L. C. Wilcox, Miss B. Cairns, Miss P. Nice, Miss A. Wade, Miss A. Sanderson.

Departures.

The following passengers left by s.s. Pres. Madison:-

Lt. Odr. and Mrs. Geo. Sbertz, Miss R. Bentz, Mr. H. C. W. Pederson, Mr. and Mrs. B. Berger and infant, Mr. W. J. Peters, Mr. W. H. Jenson, Mr. F. H. Brown, Mr. and Mrs. M. C. Newton, Mr. W. S. Tong, Mr. S. D. Moi, Mrs. G. W. Green, Miss Mary K. Bentz, Mr. W. B. Brice, Mr. and Mrs. H. Sander, Mr. A. B. Hannington, Mr. Li Hon, Mr. Ralph Metcalf, Mrs. E. J. Moti, Mr. and Mrs. F. H. Artindale, Mr. G. W. Green, Mr. and Mrs. J. C. Moore.

The following passengers left by s.s. Pres. Van Buren:-

Capt. and Mrs. Thomas, Mr. A. H. Arns, Mr. and Mrs. J. Calder, Mr. and Mrs. A. Rollin, Mrs. Clara Gorman, Dr. D. Witt H. Wolf.

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"NADDERA"	16,000	27th Feb.	Bombay, Marseilles & London
"KIDDERPORE"	5,300	2nd Mar.	Strait, Colombo & Bombay
"BOUDAN"	9,500	6th Mar.	Marseilles, London, Havre, B'g, L'don, A'werp & Hull
"CARTHAGE"	15,000	13th Mar.	Marseilles & London
"KAJPUTANA"	17,000	26th Mar.	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"BURDWAN"	6,500	2nd Apr.	Marseilles & London
"CORFU"	15,000	8th Apr.	Marseilles & London
"KAWALPINDI"	17,000	23rd Apr.	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"RANPURA"	17,000	7th May	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"SOMALI"	6,500	14th May	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"CHITRAL"	15,000	21st May	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"RANCHI"	17,000	4th June	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"BANGALORE"	6,500	11th June	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"NADDERA"	16,000	18th June	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"KALSA-I-HIND"	12,000	2nd July	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"KAJPUTANA"	17,000	18th July	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"MANTUA"	11,000	30th July	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"BOUDAN"	9,500	6th Aug.	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"KAWALPINDI"	17,000	18th Aug.	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"RANPURA"	17,000	27th Aug.	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull
"MALWA"	11,000	10th Sept.	Bombay, Mars, L'don, Havre, B'g, L'don, A'werp & Hull

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"BURDWAN"	6,500	20th Feb.	do.
"TILAWA"	10,000	6th Mar.	do.
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"TALMA"	10,000	8th Apr.	do.
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